

DISCARDED
CSL

SEVENTEENTH ANNUAL REPORT

OF THE

RAILROAD COMMISSION

OF THE

STATE OF FLORIDA

FOR THE YEAR ENDING FEBRUARY 28, 1914.

SEP 23 1915



T. J. APPLEYARD, STATE PRINTER,



TALLAHASSEE.

1914.

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FLORIDA STATE LIBRARY.

COMMISSIONERS.

GEO G. McWHORTER, <i>Chairman</i> , Commissioner;	Aug. 17,
E. J. VANN, Commissioner;	1887, to
WILLIAM HIMES, Commissioner;	June 13,
JOHN G. WARD, <i>Secretary</i> .	1891.

(Commission was abolished by Act of Legislature, 1891; was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	July 1,
HENRY E. DAY, Commissioner;	1897, to
JOHN M. BRYAN, Commissioner;	Jan. 3,
J. L. NEELEY, JR., <i>Secretary</i> .	1899.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	Jan. 3,
JOHN M. BRYAN, Commissioner;	1899, to
JOHN L. MORGAN, Commissioner;	Jan. 8,
JOHN L. NEELEY, <i>Secretary</i> .	1901.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.)	
JOHN M. BRYAN, Commissioner;	Jan. 8,
JOHN L. MORGAN, Commissioner;	1901, to
JOHN L. NEELEY, <i>Secretary</i> .	Jan. 6,
	1903.

(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	Jan. 6,
R. HUDSON BURR, Commissioner;	1903, to
JOHN L. MORGAN, Commissioner;	Jan. 3,
ROYAL C. DUNN, <i>Secretary</i> .	1905.

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	} Jan. 3, 1905, to Jan. 8, 1907.
R. HUDSON BURR, Commissioner;	
JOHN L. MORGAN, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 8, 1907, to Jan. 4, 1909.
JOHN L. MORGAN, Commissioner;	
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1909, to Jan. 3, 1911.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
S. E. COBB, <i>Secretary</i> .	
(S. E. Cobb resigned Septembr 5, 1909, and J. Will Yon was elected as his successor.)	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 3, 1911, to Jan. 7, 1913,
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1913, to
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

Report of RAILROAD COMMISSION State of Florida.

Tallahassee, Fla., March 1, 1914.

To His Excellency, Park Trammell,
Governor of Florida.

Sir:—In obedience to the law, the Railroad Commissioners have the honor to submit to you their Annual Report for the period beginning March 1, 1913, and ending February 28, 1914, the same being their Seventeenth Annual Report.

PHYSICAL CONDITION OF RAILROADS.

We made mention in our preceding report of extensive improvements that were contemplated at that time in the tracks of the Atlanta & St. Andrews Bay Railway Company and the Live Oak, Perry & Gulf Railroad. Our Inspecting Engineer advises us that such contemplated improvements have not been carried out in full on the first mentioned line, but improvements to a considerable extent have been effected in the Line of the Live Oak, Perry & Gulf Railroad.

With the above exception, there has been during the past year much improvement in the road beds of all the lines of the State.

Attention is here called to the Reports made to the Commissioners by Special Counsel as to all matters of litigation in which the Commissioners are parties. Also to the Report of our Inspecting Engineer with respect to the physical condition of the railroads of this State. Both of these reports will be found elsewhere, and are made a part of our Report.

STATE EXPRESS RATES.

By our Order No. 406, entered July 17, 1913, effective August 19, 1913, Express Classification and Rate Sheet No. 1, of the Railroad Commissioners was amended, reducing Express rates on butter, eggs and poultry for market, and plants. For a more detailed statement and effect of the change, see Order No. 406.

INTERSTATE EXPRESS RATES ON FRUITS AND VEGETABLES.

In our next preceding reports, we have mentioned our petition before the Interstate Commerce Commission filed in behalf of Florida growers and shippers, praying for an adjustment and reduction in Express rates on fruits and vegetables from Florida points to destinations South of the Ohio and Potomac Rivers. We stated in our Sixteenth Annual Report that we were unable to explain why the Interstate Commerce Commission had so long delayed disposition of our petition, but that we assumed that it was withholding action in the matter awaiting conclusions of its general investigations in the matter of Express rates for the entire country.

Since then, the Interstate Commerce Commission has completed said investigations and prescribed and ordered its general scheme of rates which became effective February 1st.

Following its conclusions in its general scheme of rates, the Interstate Commerce Commission, by its Order No. 3184, disposes of our case for the present, but does not dismiss it, and in doing so uses the following language.

"We have fully considered the facts, circumstances, and conditions presented by the record in the case now before us in view of our findings, conclusions, and order in the general proceeding referred to. We are convinced that many of the rates involved in this case are unreasonable and unjust, and that improper and unjustifiable adjustments and relationships in rates have grown up. We do not deem it necessary, however, at this time to make an order in this case, because, as a result of our report and conclusions in the general proceeding, the defendant company has filed supplements to its tariffs effective February 1, 1914, providing for the application on the

commodities here involved of the second-class rates prescribed by this Commission in all instances where the rates are now in excess thereof. This will result in substantial reduction of many of the rates in question and will in a marked degree afford relief from inequalities now existing. We are not convinced that the ends of justice require at this time greater reductions than will result in the manner indicated. We think it will be generally agreed that there should be a fair test of the rates resulting from our order in the general case before we make exceptions requiring lower rates on particular commodities."

It will be noted that the Express Company has filed with the Interstate Commerce Commission supplements to its tariffs providing for the application on fruits and vegetables of the second-class rates prescribed by that Commission in all instances where the rates were in excess thereof on traffic moving to points south of the Ohio and Potomac Rivers, but the commodity rates of the Express Company that were lower than second-class rates prescribed by the Interstate Commerce Commission, were allowed to remain in effect.

While we did not get all we asked for, our efforts resulted in benefit to fruit and vegetable growers and shippers of the State. If we had not been prosecuting this case before the Interstate Commerce Commission, we believe the Express Company would have advanced all its rates to the basis of second-class rates ordered by that Commission, in fact this was admitted by an official of the Company.

Also, no advance in rates were made on these commodities, when consigned to care of Steamer Lines at Jacksonville or Savannah, or to Atlantic Coast Dispatch or other fast freight lines to Eastern markets.

STATE EXPRESS RATES—MODIFIED BLOCK SYSTEM.

At the Annual Convention of the National Association of Railway Commissioners in Washington last October, action was taken providing for a committee of one from each State, authorized to confer among themselves and with the Express Companies, and if necessary with the Interstate Commerce Commission, to endeavor to arrive at a method of stating uniformly the scale of Intra-state

express rates, with such modifications as conditions may require, in order to secure uniformity, the same as the Interstate Commerce Commission has endeavored to secure in its interstate express rates.

Commissioner Dunn was designated by us to represent this Commission on said Committee. Mr. Dunn met with his committee in Chicago, and the subject was discussed with officials of the Express Companies. It was then agreed that representatives of the Commissions in the south-east meet in Aalanta, Georgia, to discuss the matter as it relates more directly to their respective sections. At this meeting, officials of the Southern Express Company proposed a block system of State Express rates in a somewhat modified form, or similar to those of the Interstate Commerce Commission referred to. Commissioner Dunn made his report to our Board to this effect, and the matter has been under consideration. While we have not reached a positive conclusion, or decision in the premises, we are inclined to feel that it would not be wise or to the best interest of shippers, to adopt at this time the proposed scheme of rates in lieu of those already prescribed and now in effect on Florida business.

AMENDMENTS TO FREIGHT CLASSIFICATION.

For changes, or amendments made in Florida Freight Classification during this report year, see Order No. 402 elsewhere in this report.

FLORIDA FREIGHT CLASSIFICATION NO. 4.

As this report goes to press, the State Printer is at work on Florida Freight Classification No. 4, which will supercede No. 3, and will be an up to date publication we believe. We now expect it to be ready for distribution early in May.

This new classification will contain many improvements over the old one, and will carry a large number of new descriptions, that have not been carried in the preceding classifications. We will be glad to furnish any shipper having use for same a copy of this new classification on application.

EXCESS BAGGAGE RATES, RULES, ETC.

Heretofore, the authority of the Railroad Commissioners with reference to the regulation of matters relating to this subject, has been indeed very limited, in fact, we have had practically no jurisdiction relative thereto, and consequently, have attempted no regulation in that direction.

But among the things contemplated in the Act of Legislature of 1913, amending the Railroad Commission Law, was the conferring of additional power upon the Railroad Commissioners to an extent that they would be empowered to regulate matters pertaining to the transportation of baggage of passengers, and other-wise adding to their regulative power.

Hearing was had before us on January 20th, to consider this subject. In addition to the officials of the Railroad Companies being heard at this hearing, several Traveling Salesmen appeared and were heard. Considerable data was filed by both the Railroad Companies and the petitioners. Account of press of other matters, we have not had a full opportunity to give the subject, and data furnished due and full consideration. This matter will be disposed of by suitable orders prescribing a full set of rates, rules and regulations as soon as possible.

HEARINGS AND INVESTIGATIONS.

In addition to hearings held by the Commissioners at Tallahassee, they have during the year, visited and held hearings, or made investigations at the following places:

High Springs—Informal investigation as to location of depot; present Commissioners Burr, Blitch and Dunn.

Lawtey—Relative to complaint account of slow movement of Strawberries; present Commissioner Dunn.

Jacksonville—Hearing in the matter of the erection of a new Union Passenger Station; present Commissioners Burr, Blitch and Dunn.

Jacksonville—Informal investigation relative to location of new Union Passenger Station; present Commissioner Burr.

Trip of inspection of physical condition of Econfinia Trestle on Atlanta & St. Andrews Bay Railway; present Commissioners Burr, Blitch and Dunn.

Auburndale—Informal investigation as to depot facilities; present Commissioners Burr, Blitch and Dunn.

Clermont—Investigation of depot facilities; present Commissioners Burr, Blitch and Dunn.

Quincy—Investigation of Passenger Depot facilities; present Commissioners Burr, Blitch and Dunn.

Palmetto—Investigation of Depot facilities; present Commissioners Burr, Blitch and Dunn.

Clearwater—Investigation of Depot facilities; present Commissioners Burr, Blitch, and Dunn.

Green Cove Springs—Investigation of Depot facilities; present Commissioners Burr, Blitch and Dunn.

Wildwood—Investigation of depot facilities; present Commissioners Burr, Blitch and Dunn.

Jacksonville—Further hearing in the matter of erection of new Union Passenger Station; present Commissioners Burr, Blitch and Dunn.

Green Cove Springs—Hearing in the matter of depot facilities; present Commissioners Burr, Blitch and Dunn.

Fatio—Investigation to determine whether or not there was sufficient business to justify it being continued as a regular station; present Commissioners Burr, Blitch and Dunn.

Marianna—Hearing in the matter of improved Passenger Depot facilities; present Commissioners Burr, Blitch and Dunn.

Orlando—Hearing in the matter of Passenger Train Service on the Orlando Wildwood Branch of Seaboard Air Line Railway. Also hearing to consider charges against the said Seaboard Air Line Railway for violation of Passenger Rule 13; present Commissioners Burr, Blitch and Dunn.

Fulford and Cocoa—Investigations as to agency and depot respectively; present Commissioner Burr.

Ocala—To attend conference of shippers and trade bodies relative to new interstate express rates on fruits and vegetables; present Commissioners Burr and Blitch.

Baldwin—Investigation as to Passenger Depot facilities; present Commissioner Blitch.

Umatilla—Hearing and investigation relative to depot facilities at Umatilla and train service on Astor Branch of Atlantic Coast Line Railroad; present Commissioners Burr, Blitch and Dunn.

DEPOTS AND AGENCIES.

Depots having been ordered built by the Commissioners during the year as follows:—

Order No. 392—McIntosh—Combination freight and passenger depot.

Order No. 393—Archer—Union passenger depot.

Orders No. 400 and 428—Jacksonville—Union passenger depot.

Order No. 410—Auburndale—Combination freight and passenger depot to be improved or re-built.

Order No. 414—Tallahassee—Umbrella shed, and walks in connection with passenger depot of Seaboard Air Line Railway.

Order No. 418—Raleigh—Freight and passenger depot.

Order No. 419—Quincy—Additions and improvements to passenger depot of Seaboard Air Line Railway.

Order No. 422—Wildwood—Additions and improvements to depot.

Order No. 423—Marianna—Additions and improvements to passenger depot.

Order No. 424—Palmetto—Passenger depot.

Order No. 425—Green Cove Springs—Freight and passenger depot.

Order No. 415—Mims—Agency ordered.

Order No. 434—Fulford—Agency.

Mention is made of some of the improvements and other matters which have been accomplished without formal orders.

Arch Creek—Establishing agency.

Orange Heights—Provision for toilets.

Palatka—Discontinuance of charges for transfer from one railroad to the other, on through freight.

De Funiak Springs—The elimination of a 25c charge on messages from Freeport to the Western Union operator for transmission by telegraph.

Salerno—Establishment of Express Agency.

Panama City—Establishment of night telephone service.

Lisbon—Improvements to depot.

Crystal Springs—Establishment of agency.

Cates City—Improvements to depot.

Blanton—Improvements to depot.

Clermont—Improvements and additions to depot.

A large number of over-charge claims have been collected.

AMENDMENTS TO RULES.

Rule 11 of the "Rules Governing the Transportation of Passengers" was amended, so as to require the furnishing on passenger coaches, individual, sanitary, or sterilized drinking cups. Said amended Rule 11, as now in effect will be found elsewhere in this Report.

Rule 3 of the Freight Rules was amended so as to apply to boat lines as common carriers, as well as to railroads. Said amended Rule 3, as now in effect may be found elsewhere in this Report, under the head of "Rules and Regulations Governing the Transportation of Freight."

Rule 7 of the Freight Rules was rescinded.

NEW RAILROADS GIVEN RATES.

The Melrose Railroad operating between Orange Heights, where it connects with Seaboard Air Line Railroad, and Melrose was recognized as a common carrier and rates for it were prescribed under Order No. 411.

The Tallahassee & Gulf Railroad which had previously been recognized as a common carrier and which connected with Seaboard Air Line Railroad at Ocklocknee, was discontinued as a common carrier.

In this connection, we might say that we have adopted the policy of not recognizing a line as a common carrier, until it is shown to be a real railroad and to be operated primarily as a common carrier both of freight and passengers. We have found in the past, that it has been the custom and desire of owners of log roads or tram roads, to have such roads recognized as a common carrier, so that they could get proportional rates or a division of rates from the Railroad Company with which they may connect. Such log or tram roads were built and operated primarily for their owners to handle their lumber business or other products, and the division of rates that they received from the Railroad Company with which they made connection, amounted to nothing more than a rebate or discrimination, giving the manufacturer who had such a tram road an advantage over the one that did not have such a tram road or did not get such divisions.

In the future, whenever application is made by a line to be recognized as a common carrier, a close examination will be made as to its physical condition and as to the nature of the business it will handle, and it must be shown that it is in fact a real common carrier and prepared to handle freight and passengers before such line will be recognized as such.

EXAMINATION OF BOOKS AND ACCOUNTS OF COMMON CARRIERS.

In this connection, we wish to direct attention to pages 15 and 16 of our 16th Annual Report:

"To be used in the audits of the books and accounts of railroad companies and express companies and other common carriers the legislature of 1911 appropriated \$25,000. This appropriation has practically been exhausted in audits of the Southern Express Company and the Seaboard Air Line Railway. A very small portion of it was used in bringing the audit of the Louisville & Nashville Railroad Company up to date. Also a part of it has been used in an audit of the Atlantic Coast Line Railroad Company, which audit is now in process of completion, and will possibly, by the time this report is received from the printer, be completed. To finish the audit of the Atlantic Coast Line and other carriers we estimate that an additional appropriation is necessary. The audits of these carriers are not merely of temporary benefit, but are an asset to the State in future years."

In addition to the \$25,000.00 appropriated by the Legislature of 1911, \$10,000.00 was appropriated by the Legislature of 1913. This latter appropriation has been used to complete the audit of the Atlantic Coast Line Railroad Company, and is now being used in audits of the St. Johns River Terminal Company and the Georgia Southern & Florida Railway Company. A very small portion of it has been used in connection with an expert examination of the voluminous mass of figures and statistics filed by the Louisville & Nashville Railroad Company at its hearing before the Commissioners, in the matter of a proposed re-adjustment of its freight rates for its line in Florida, which case is still pending. An additional small amount has been used in connection with our case against the Florida East Coast Railway Company, in-

volving an elimination of bridge charges and other passenger arbitraries on this line.

AMENDMENT TO RAILROAD COMMISSION LAW.

At the session of the Legislature of 1913, we had prepared and introduced such amendments to the Railroad Commission Law, as by experience we found to be necessary to carry out the more effective work and duties of the Railroad Commission, as contemplated and demanded by the public. While such amendments were defeated in the Legislatures of 1909 and 1911, they were enacted into law at the session of 1913, practically as introduced.

In our last report, it was stated:

"The language of the Act empowering the Commissioners 'to regulate the rates and charges and service' of telephone companies, is so very general and broad that neither the Commissioners nor the Companies can form any definite conception of the extent and limitations of the powers thus conferred."

The last Legislature enacted a new and comprehensive Telephone and Telegraph Law, which gives a more definite conception of the extent and limitations of the powers sought to be conferred upon the Railroad Commissioners.

FINES IMPOSED DURING THE YEAR.

The Louisville & Nashville Railroad Company has recently paid a fine of \$250.00 mentioned on Page 17 of our last report, entered against it for failure to fully comply with our Order No. 361, in the matter of Passenger Depot improvements at De Funiak Springs.

Proceedings against the Live Oak, Perry & Gulf Railroad Company, seeking to enforce the payment of fine of \$50.00 entered against it for issuing free pass to one E. A. Hodge, and mentioned in our said last report, is still in litigation and remains unpaid.

Fine of \$100.00 mentioned in our last report, entered against the Atlanta & St. Andrews Bay Railroad Company, for failure to file its annual report as directed, has been paid with interest and cost, a total of \$122.77.

Fine of \$100.00 entered against the Atlantic Coast Line Railroad Company in January, 1907, for failure to act as a common carrier in that it failed within a rea-

sonable time to transport a shipment of groceries offered by Peacock & Little was paid during the current year, together with interest and cost, after some litigation to enforce its payment, said amount paid being \$150.82.

During this report year, fine of \$150.00 was entered against the Florida East Coast Railway Company, for violation of Rule 9, of our Passenger Rules, in that said line failed to provide heat in its passenger waiting rooms at Daytona, when heat was necessary for the comfort of the passengers. Such fine was promptly paid into the State Treasury.

Fine of \$100.00 was entered against the Seaboard Air Line Railway Company in 1907, for failure to promptly transport shipment for Child Bros., of Tallahassee. Upon failure of the said railroad to pay the fine, the matter was taken into the courts, with the result that the fine of \$100.00 with \$25.00 interest and cost was paid during this year.

Fine of \$100.00 was entered against the Atlantic Coast Line Railroad Company for violation of Rule 11, of the Passenger Rules, in that it failed to provide heat in one of its certain passenger coaches, between Ocala and Lakeland, when heat was necessary for the comfort of the passengers, which fine was promptly paid.

Summary of Fines paid as above:—

Louisville & Nashville Railroad Company..	\$ 250.00
Atlanta & St. Andrews Ray Railroad Company	122.77
Atlantic Coast Line Railroad Company.....	150.82
Florida East Coast Railway Company.....	150.00
Seaboard Air Line Railway Company.....	125.00
Atlantic Coast Line Railroad Company.....	100.00
	\$ 898.59

FINES IMPOSED DURING THE YEAR AND YET UNPAID.

Seaboard Air Line Railway Company, violation of Rule 13, of the Passenger Rules, for failure to stop on flag for a passenger at Plymouth	\$ 50.00
Florida Railway, violation of Rule 15, of the freight Rules, by refusal to switch car load of stoves at Perry	200.00

Seaboard Air Line Railway, violation of Rule 6, of the Passenger Rules, in that it failed to post on a bulletin board schedule time of arrival of Passenger Trains, and failure to post Rule 6, as required	200.00
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Total amount	\$ 450.00
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INTERSTATE FREIGHT RATES ON FRUITS AND VEGETABLES.

It was stated in our 16th Annual Report under this head, that the U. S. Commerce Court had sustained the Interstate Commerce Commission in its order making certain reductions in freight rates on fruits and vegetables from points on the Florida East Coast Railway to Jacksonville, when for beyond; that the said Railway Company had failed to get a supersedeas in the United States Supreme Court and the said rates had been made operative pending final disposition of the case in that court. The case is still pending in that court.

THE LONG AND SHORT HAUL ACT.

The Legislature of 1913 passed the "Long and Short Haul" Act, which provides that it shall be unlawful for a Railroad Company engaged in the business of common carrier of freight in the State of Florida, to charge more for a shorter than for a longer distance over the same line or route in the same direction, the shorter being included within the longer distance, or to charge any greater compensation as a through route than the aggregate of intermediate rates, and provides further that upon application to the Railroad Commissioners, such common carrier may in special cases after investigation, be authorized by the Railroad Commissioners to charge less for a longer than for a shorter distance, and the Railroad Commissioners, may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section.

This law became effective the 1st of January. The Railroad Companies have filed petitions with us praying for relief from the application of this Act. Before passing upon these petitions, various hearings will be had in different parts of the State for the convenience of the

shippers, to consider the said petitions, and we are now arranging to hold these hearings.

PHYSICAL VALUATION OF RAILROAD PROPERTIES OF THE UNITED STATES.

The Interstate Commerce Commission is undertaking a physical valuation of the railroad properties of the United States, such valuations to be made on State lines. At the Annual Convention of the National Association of Railway Commissioners in Washington, last October, a resolution was adopted, to the effect that the President of the Association appoint a Valuation Committee of fifteen, three from each valuation district, to organize and appoint a Chairman, and the Chairmen of these valuation districts to constitute a general committee of five, or an executive committee in this valuation work, to work in connection with the Interstate Commerce Commission.

In line with this resolution, the Chairman of the Association appointed C. M. Candler of Georgia, R. Hudson Burr of Florida, and E. W. Doty of Ohio, as the committee of three, for Valuation District No. 2, which comprises Alabama, Florida, Georgia, Indiana, Kentucky, Mississippi, Ohio, Panama, Porto Rico, South Carolina and Tennessee.

Commissioner Burr met with his committee of District No. 2, and the full Valuation Committee at a meeting called by the President of the Association at Chicago on December 10th, 1913. After this meeting, Commissioner Burr went to Washington, where he attended a conference of the Board of Engineers of the Interstate Commerce Commission and the railways on December 17th, to consider plans of the valuation work.

SALARIES AND EXPENSES OF THE RAILROAD COMMISSION OF FLORIDA FOR THE YEAR ENDING DECEMBER 31, 1913.

Salaries—

Three Commissioners	\$ 9,385.68
Secretary	1,500.00
Special Counsel	3,752.53
Inspecting Engineer	2,100.00

Rate Expert	2,000.00
Law Clerk and Stenographer to Special Counsel	914.83
Stenographer	793.05
Janitor	360.00

Traveling Expenses—

Three Commissioners	1,212.42
Inspecting Engineer	534.97
Special Counsel	289.23
Law Clerk	7.35
Rate Expert	77.02
L. C. Massey (Attorney, Retained in F. E. C. Ry. Pass. Rate Case, and others)	31.70
Legal Expenses—Legal Papers, Witnesses, etc.	191.18
Stationery and Office Supplies	314.43
Postage	389.68
Printing Annual Report, Laws, etc.	1,138.50
Freight, Drayage and Express	10.68
Telegraph	193.25
Telephone, Local and Long Distance	23.90
Furniture and Office Fixtures	26.10
Books, Periodicals, etc.	115.25
Ice and Water	34.25

Paid MUTUAL AUDIT COMPANY—

Audit A. C. L. R. R. and S. A.	
L. Ry.—Out of Special Audit	
Appropriation	\$9,484.35
Regular Appropriation.....	2,994.64
Services & Expenses of C. W. Hillman in matter filing Annual Reports—Regular Appropriation	257.35— 12,736.34
Total	\$38,132.34

Respectfully submitted,

R. HUDSON BURR, Chairman.
 NEWTON A. BLITCH,
 ROYAL C. DUNN,
 Commissioners.

REPORT OF F. M. HUDSON AS SPECIAL COUNSEL.

Tallahassee, Florida, March 1, 1914.

Hon. R. Hudson Burr,
 Hon. Newton A. Blitch,
 Hon. Royal C. Dunn,
 Railroad Commissioners.

Sirs:

I submit the following as my report covering the period since my last report, dated March 1, 1913, and found on pages 32-37 of your Sixteenth Annual Report.

I.

Since my last report the following suits have been instituted and disposed of:

1. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company.

This was a mandamus proceeding in the Supreme Court to enforce an order of the Commissioners requiring station facilities at Peters, a flag station.

This suit was submitted to the Supreme Court upon the pleadings and extensive evidence and the peremptory writ of mandamus was awarded as prayed by the Railroad Commissioners.

2. State vs. L. & N. Railroad Company.

This suit was instituted in Walton County in the Circuit Court to enforce the collection of a fine of \$250.00 imposed by the Commissioners upon the defendant for failure to make station improvements within the time required by the order of the Commissioners. A demurrer to the declaration was overruled and the defendant filed pleas, to which we demurred. Our demurrer to the pleas was sustained by Judge Wolfe, and thereafter the defendant paid the fine and the proceedings were dismissed at the defendant's cost.

II.

The following cases, which were pending at the date of my last report, which have been referred to and the nature of which was set out in that report, have been finally disposed of:

1. Railroad Commissioners vs. A. C. L. R. R. Co. and Sanford & Everglades Railroad Company.

The Interstate Commerce Commission set March 28, 1913, for taking the testimony in this case, but the complaining witnesses not having attended it was necessary to dismiss the case, which was accordingly done.

2. Railroad Commissioners vs. A. C. L. Railroad Company and Caloosahatchee River Steamboat Company.

By order of the Interstate Commerce Commission testimony was taken in this case at Tallahassee on March 28, 1913, and thereafter the case having been argued before the Commission, an order was entered granting a partial reduction of the rates complained of.

3. State ex rel. vs. Southern Telephone & Construction Co.

It is shown by my last report that this case was then pending in the Supreme Court on appeal entered by the Railroad Commissioners. The judgment of the lower court has since been affirmed.

4. Seaboard Air Line Railway and Tampa Northern Railroad Co. vs. Railroad Commissioners.

The application of the complainants for a temporary injunction in this proceeding was denied by the court after argument before Judges Pardee, Shelby and Shepard, sitting at New Orleans. Thereafter the defendants dismissed the proceeding and are obeying the orders of the Commissioners which were involved in that suit.

5. State vs. A. C. L. Railroad Company.

This was a suit pending in Orange County for the collection of a penalty for the violation of Rule 3. The penalty has been paid.

6. State vs. A. C. L. Railroad Company.

Suit pending in Orange County for the collection of a penalty for the violation of Rule 3. The penalty has been paid.

7. State vs. Atlanta & St. Andrews Bay Railway Company.

My last report mentioned this case as being in judgment. The judgment has been paid in full.

8. Railroad Commissioners vs. Southern Express Company. Petition to the Interstate Commerce Commission.

In this case, referred to in last annual report, page 37, the Interstate Commerce Commission has refused to enter an order for the time being, on the ground that relief is contained in their general orders reducing express rates. The matter remains subject to be re-opened if occasion should require.

III.

The following proceedings have been instituted since my last report and are now pending:

1. State ex rel. vs. Seaboard Air Line Railway and Atlantic Coast Line Railroad Company.

Mandamus in the Supreme Court. This proceeding was to enforce obedience to an order of the Commissioners requiring the erection of a union station at Bartow. The Atlantic Coast Line Railroad Company filed a return signifying its readiness to obey the order but the Seaboard Air Line Railway is resisting the enforcement of the order. Its demurrer to the alternative writ was overruled by the court and its return to the alternative writ was filed. We have demurred to that return and moved to strike portions thereof, and our brief has been filed. Notice has been given to counsel for the Commissioners that a petition for intervention will be filed in behalf of the City of Bartow or certain of its citizens. This petition will be met with a motion to strike it from the files.

2. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus in the Supreme Court to enforce an order of the Commissioners requiring improved station facilities at Cocoa. Negotiations for a settlement of this suit are pending, with good prospects of success.

3. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus in the Supreme Court to enforce an order of the Railroad Commissioners requiring the maintenance of an agency station at Mims. The pleadings are not yet settled.

4. State vs. Live Oak, Perry & Gulf Railroad Company.

This suit was instituted in the County Judge's Court for Suwannee County for the collection of a penalty imposed for a violation of the statute forbidding free passes. The County Judge sustained a demurrer to the declaration and a writ of error will be at once taken to the Circuit Court.

5. In the case of Crawford vs. Ocala Northern Railroad Company, pending in the District Court of the United States for the Southern District of Florida, a petition has been filed in your behalf to compel the Re-

ceiver of the Ocala Northern Railroad to comply with your Rule 19. This is a proceeding in the nature of mandamus, inasmuch as a mandamus suit proper could not be maintained against the Receiver.

IV.

The following cases were pending at the time of my last annual report and are still pending:

Mandamus Cases.

1. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus in the Supreme Court to enforce strict observance of three-cent passenger rates. This is the suit referred to in my last report, on page 35 of your Sixteenth Annual Report. The testimony is being taken in this case and it is understood from Mr. Massey that the case will be ready for submission very soon.

2. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus in the Supreme Court to enforce the observance of Rule 15.

3. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus in the Supreme Court to compel the observance of Rule 19.

The testimony is being taken in these last two cases under an agreement that the cases are to be submitted during the last week of April, 1914.

The prosecution of the three cases last named has been delayed awaiting a decision in the case of F. E. C. Ry. Co. vs. United States, now pending in the Supreme Court of the United States. The decision of the case involving Rule 15 is also largely dependent upon another case pending in the Supreme Court of the United States involving the same questions.

Injunction Cases.

1. Southern Express Co. vs. Railroad Commissioners.

Suit for injunction pending in the District Court of the United States for the Northern District of Florida. The application for temporary injunction was denied when this suit was filed and the complainants have taken no further steps. It is not advisable for the Commissioners to take any step in the matter except at the proper time to move for dismissal.

2. Atlantic Coast Line Railroad Co. vs. Railroad Commissioners.

3. Seaboard Air Line Railway vs. Railroad Commissioners.

4. Georgia Southern & Florida Ry. Co. vs. Railroad Commissioners.

These three cases were filed many years ago to restrain the enforcement by the Commissioners of their Order No. 72 fixing Class P Rates, and an injunction was granted in each case by Judge Swayne.

Since the date of my last report a modification of the injunction has been secured in each case so as to allow the Commissioners to fix new rates such as may be justified by changed conditions, and your recent order putting in new Class P Rates has been made in pursuance of such modification.

5. Louisville & Nashville Rd. Co. vs. Railroad Commissioners.

Suit for injunction in the District Court of the United States for the Northern District of Florida. This is a proceeding similar to the three last named. An injunction was likewise granted in this case and application has been made to the court for a modification similar to that entered by the court in each of the other three cases, but circumstances have made it impossible to get a hearing on this application. It is expected that the matter will be shortly disposed of.

6. Florida East Coast Railway Company vs. United States and Florida Railroad Commissioners as Interveners.

The nature of this case was explained in my last report, as shown on page 36 of your Sixteenth Annual Report. It had then been submitted in the Supreme Court of the United States and has not yet been decided.

Penalty Cases.

1. State vs. S. A. L. Ry. In Orange County.

This is a suit for the collection of a penalty imposed for a violation of Sec. 2907 of the General Statutes. This was one of the suits filed by Mr. Massey and still being conducted by him. The court sustained a demurrer to the declaration but the matter was carried to the Supreme Court and the judgment of the lower court reversed. The case is now ready for trial.

2. State vs. F. E. C. Ry. Co. In Orange County.

3. State vs. S. A. L. Ry. In Columbia County.

4. State vs. A. C. L. R. R. Co. In Columbia County.

5. State vs. G. S. & F. Ry. Co. In Columbia County.

These four cases are for the collection of penalties for the violation of Sec. 2907 of the General Statutes, and are dependent upon the outcome of the case pending in Orange County after appeal to the Supreme Court, as above shown.

6. State vs. S. A. L. Ry. In Orange County.

Suit for penalty for violation of the statute regulating the unloading of cattle.

7. State vs. A. C. L. R. R. Co. In Orange County.

To collect penalties for violations of Rule 3.

8. State vs. S. A. L. Ry. In Jefferson County.

Suit for penalty for violation of Rule 17.

The last three cases named are being pushed as far as more urgent business will permit, and it is hoped to have them disposed of in the near future.

9. State vs. A. C. L. R. R. Co., S. A. L. Ry. and Tampa Northern Railroad Co.

This is a suit for the collection of a penalty for failure to construct the Tampa union station within the time prescribed by the Commissioners. The issues presented to the court are complicated and it has been impossible, because of more urgent matters demanding the time of counsel, to secure a disposition of the case.

Respectfully submitted.

F. M. HUDSON,
Counsel.

REPORT OF INSPECTING ENGINEER.

Tallahassee, Feb. 28, 1914.

Hon. R. Hudson Burr,
Newton A. Blitch,
Royal C. Dunn,
Railroad Commissioners.

Gentlemen:

I submit herewith my report for the year ending Feb. 28, 1914.

There were improvements to road, of railroads operating within the State during the year that were begun in 1907, and have been continued each year since that time.

Improvements to track are shown in rail renewals that have been made with increased weight of rail on main lines and on branch lines with rail released from main

lines, in tie renewals with creosoted ties and a more general use of Cypress ties, with tie plates. These improvements will be continued during the next year, with some additional improvements in ballasting main line track with rock, that was begun the latter part of the year.

Improvements to road bed were made, by widening cuts and fills, grade reductions and changes of line, bank protection by riprapping with rock, and road bed put in better condition to stand extreme wet seasons; concrete culverts constructed, pipe culverts put in and trestles filled, bridges replaced with steel bridges capable of sustaining much heavier loads than those of the original construction.

Other improvements to road were made in the construction of buildings, yard tracks and sidings.

In the work of maintenance of roadway and track, the improvements that have been made, enables the roadway force to maintain track in much better surface and line than was possible heretofore, and as these improvements are made, tracks are put to smooth surface, and in a condition much more safe for operating trains.

The more important improvements to roadway and track that were made, are as follows:—

The Atlantic Coast Line completed during the year, rail renewals from Lakeland to Sanford, a distance of 83 miles with new 85 lb. rail, releasing worn 70 lb. rail. They are now relaying track north from Sanford with new 85 lb. rail, and expect to complete renewals to Jacksonville sometime during the year, releasing 70 lb. rail that has been in service approximately nine (9) years. Renewals have been completed from Sanford to De Leon Springs and rail distributed on the road-bed from Eldridge to Denver.

A very large percentage of all tie renewals on the Atlantic Coast Line during the year were made with creosoted ties, with the plates. They began ballasting track with rock on main line from Plant City to Tampa the latter part of the year, and completed approximately four miles.

The Seaboard Air Line have made considerable improvements to roadway and track and will continue these improvements. On main line to Tampa, grade reduction between Valrico and Brandon were completed. On branch line from Turkey Creek to Sarasota extensive

improvements were made, roadbed was improved, by widening cuts and fills, ditching and bank protection by riprapping with rock. Rail renewals were completed from near Turkey Creek to Manatee with good relaying 80 lb. rail, weber joint fastening, releasing worn 60 lb. rail, spur tracks from this line were improved by renewals with rail released from main line.

Renewals were completed from Jacksonville to Baldwin with new 75 lb. rail releasing 70 lb. rail, renewals also were made with same rail on curved line from Maxwell to Highland. On line from Jacksonville to River Junction, renewals were completed from the 34 to the 49 mile post, with good 75 lb. relaying rail, weber joint fastenings, and will be continued to the 61 mile post releasing worn $58\frac{1}{4}$ lb. rail. They have also begun to distribute on the roadbed east from Tallahassee good relaying 80 lb. rail, weber joint fastenings. Renewals are to be made with this rail to Aucilla, where it will connect with the 75 lb. rail that extends back to the 94 mile post, this will release old $58\frac{1}{4}$ lb. rail.

The Louisville and Nashville completed the work of renewing all bridges on the P. & A. Division with new steel bridges, constructed on concrete piers, replacing creosoted pile piers.

The Charlotte Harbor and Northern completed their creosote plant at Hull, and will creosote all piles, timber and ties used on the road.

The Live Oak, Perry & Gulf have done considerable work in reconstructing their line from Live Oak to Perry. Beginning at Live Oak grade reductions have been made, and roadbed put in good condition where the work has been completed; changes in alignment were made through San Pedro Bay, reducing the degree of curvature of all curves, rail renewals were made on this part of line with relaying 50 lb. rail, releasing worn 40 lb. rail.

Roadway and tracks on the Louisville and Nashville Railroad and the Florida East Coast Railway are maintained in good condition.

There has been an improvement to track on other lines where no additions and betterments have been made by keeping up closer with the renewals and more work in surfacing and lining track.

On some small roads with very light traffic, track conditions are bad, due mainly to the condition of the light rail with which the roads are constructed. They cannot

be put in good condition without relaying tracks with a better rail. Trains on these roads are operated at a low rate of speed.

Report can be furnished of roads operating within the State, when this information is desired.

Respectfully,

FRANK P. DAMON,
Engineer.

ORDERS.

ORDER NO. 392.
FILE NO. 3371.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER
FACILITIES AT MCINTOSH, FLORIDA.

After due and lawful notice in writing to the Atlantic Coast Line Railroad Company that the Railroad Commissioners of the State of Florida would meet on the 18th day of February, 1913, at ten o'clock in the morning, in the Town of McIntosh, Florida, to hear and consider whether or not they ought to make an order requiring the said Railroad Company to furnish greater and better passenger waiting room accommodations and greater and better facilities for the handling of freight at McIntosh, the Railroad Commissioners of the State of Florida met at the said time and place, and then and there appeared certain citizens of McIntosh in their own behalf and the Atlantic Coast Line Railroad Company by H. O. McArthur, Division Superintendent, and L. L. Sparrow, Engineer of Roadway, all of whom were fully heard, and thereupon the matter was taken under advisement.

Now on this day the said matter coming on for further consideration, the Railroad Commissioners of the State of Florida do find that McIntosh is an agency station on the line of the Atlantic Coast Line Railroad Company and that the freight ware house provided by the said Company as a part of its depot building at said station is inadequate for the proper handling of freight, and that the said depot building is so located as to extend into the highway which crosses the railroad north of the said building and immediately adjacent thereto; and that as a result of such location of the said building adequate access to the said depot for teams is not provided; and

that the waiting rooms now maintained are not fully adequate to the needs of the patronizing public.

Wherefore, it is ordered and adjudged by the Railroad Commissioners of the State of Florida that the Atlantic Coast Line Railroad Company shall furnish greater and better passenger waiting room accommodations and greater and better facilities for the handling of freight at McIntosh aforesaid, and that in order to provide such greater and better facilities the said railroad company shall move its present depot building to the South and convert the present building into a freight warehouse, and that they shall build their agent's office and two waiting rooms North thereof and so located as to avoid interfering with full and free access to the station over the highway crossing the tracks of the said company North of the present station building; and that the said waiting rooms shall contain at least 180 square feet of floor space in the waiting room for colored passengers and at least 200 square feet of floor space in the waiting room for white passengers; but that the said Atlantic Coast Line Railroad Company may, at their option, depart from these foregoing specific directions, provided they shall furnish greater and better facilities equal to the facilities above specified by providing a freight warehouse and waiting rooms equal in capacity to those above specified and shall so locate their said station building as to provide convenient access thereto for passengers and for teams and avoid the difficulties of access now caused by the projection of the said depot building into the highway north thereof.

And it is further ordered that the facilities and improvements herein required shall be completed on or before the 1st day of July, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 21st day of March, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 393.
FILE NO. 3309.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A UNION
DEPOT AT THE TOWN OF ARCHER.

After due notice given in writing to each of the railroad companies hereinafter named this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in Tallahassee on the 1st day of April, 1913, at 10 o'clock in the morning; Messrs. W. H. Powell and others appearing in behalf of certain petitioners and Messrs. M. Venable and others appearing in behalf of other petitioners and the Seaboard Air Line Railway appearing by W. J. Oven, Division Counsel, and T. W. Parsons, Superintendent, and the Atlantic Coast Line Railroad Company appearing by M. Riddle, General Superintendent,—all of whom were fully heard and thereupon the said matter was taken under advisement.

Now therefore we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find

1. That the lines of railroad of the said Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway intersect at the said town of Archer and that each of said companies propose to engage in transporting passengers from and to the said town of Archer to and from other points in the State of Florida, and that the said town of Archer will be the connecting point at which passengers traveling from points on one of said lines to points on the other of said lines will be transferred;

2. That the Seaboard Air Line Railway now maintains a depot about 1800 feet from the intersection of the main lines of the said companies, and that the Atlantic Coast Line Railroad Company has lately completed its tracks through the said town of Archer and has not yet erected a depot building;

3. That the station building and facilities now maintained by the said Seaboard Air Line Railway are in bad repair and inadequate for the proper accommodation for the traveling public;

4. That for the proper accommodation of the traveling public the said Atlantic Coast Line Railroad Company and the said Seaboard Air Line Railway ought, in view of the conditions shown, to be required to erect, operate and maintain a union passenger station at the said town of Archer;

5. That said union depot, in view of the conditions existing at said town of Archer, ought to be located at the intersection of the main lines of road of the said companies and contiguous to each of the tracks of the said roads and in the angle South of the tracks of the Seaboard Air Line Railway and West of the tracks of the Atlantic Coast Line Railroad Company.

Wherefore we, the Railroad Commissioners of the State of Florida, do hereby order and adjudge that the said Atlantic Coast Line Railroad Company and the said Seaboard Air Line Railway shall erect a union passenger station at the said town of Archer and that the said station shall be provided with separate waiting rooms and ticket windows for the white and colored races according to law, and the said depot shall be provided with conveniences and facilities equivalent to the facilities and conveniences provided by the said two companies in the union depot building heretofore built by them at Hawthorne, Florida, in obedience to a certain Order of the said Railroad Commissioners entered on the 6th day of July, 1912, requiring the erection of a union depot at said town of Hawthorne;

It is further ordered that the work of constructing said depot building shall be begun not later than the 15th day of May, 1913, and shall be prosecuted to completion with reasonable diligence and that the work shall be completed on or before the 15th day of August, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 9th day of April, 1913.

R. HUDSON BURR Chairman.

ORDER NO. 394.

FILE NO. 3493.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF APPLICATION TO PERMIT
THE FREIGHT STATIONS TO BE CLOSED AT 1
O'CLOCK P. M. ON SATURDAYS DURING THE
MONTHS FROM JUNE 1ST, 1913, TO OCTOBER
1ST, 1913.

Application having been made to us by the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway to suspend the operation of Rule No. 36 of our "Rules Governing the Transportation of Freight" so far as to permit the employees of the said railroad companies in their several freight stations in Tampa to enjoy a half holiday on Saturdays during certain months hereinafter named and it appearing to us that the same ought to be granted,—

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the City of Tampa at 1 o'clock P. M. on each and every Saturday during the months of June, July, August and September in the year 1913 for the purpose of giving the said employees a half holiday in each week during the said months.

This order shall take effect June 1st, 1913.

Ordered in open session of our Board at the City of Tallahassee this 12th day of May, 1913.

R. HUDSON BURR. Chairman.

ORDER NO. 395.

FILE NO. 3508.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF APPLICATION OF THE LOUISVILLE & NASHVILLE RAILROAD COMPANY TO PERMIT THE CLOSING OF ITS FREIGHT STATION AT PENSACOLA AT 1 O'CLOCK P. M. ON SATURDAYS DURING THE MONTHS FROM JUNE 1, 1913, TO OCTOBER 1, 1913.

Application having been made to us by the Louisville & Nashville Railroad Company to suspend the operation of Rule No. 26 of our "Rules Governing the Transportation of Freight" so as to permit the employees of the said railroad company in its freight stations at Pensacola, Florida, to enjoy a half holiday on Saturdays dur-

ing certain months hereinafter named, and it appearing to us that the same ought to be granted,—

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the railroad company aforesaid to close its freight station at the City of Pensacola at 1 o'clock P. M. on each and every Saturday during the months of June, July, August and September in the year 1913 for the purpose of giving the said employees a half holiday in each week during the said months.

This order shall take effect June 1, 1913.

Ordered in open session of our Board at the City of Tallahassee this 23rd day of May, 1913.

N. A. BLITCH, Acting Chairman.

ORDER NO. 396.

FILE NO. 3505.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA

IN THE MATTER OF APPLICATION OF THE SEABOARD AIR LINE RAILWAY TO PERMIT THE CLOSING OF ITS FREIGHT STATION AT SARASOTA, FLORIDA, AT 1 O'CLOCK P. M. ON THURSDAYS DURING THE PERIOD FROM JUNE 5TH, 1913, TO SEPTEMBER 15TH, 1913, INCLUSIVE.

Application having been made to us by the Seaboard Air Line Railway to suspend the operation of Rule 26 of our "Rules Governing the Transportation of Freight" so as to permit the employees of the said railway in its freight station at Sarasota, Florida, to enjoy a half holiday on Thursdays during certain months hereinafter named, and it appearing to us that same ought to be granted,—

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the railway aforesaid to close its freight station at the City of Sarasota at 1 o'clock P. M.

on each and every Thursday during the period from June 5, 1913, to September 15, 1913, inclusive, for the purpose of giving the said employees a half holiday in each week during the said period.

This order shall take effect June 5, 1913.

Ordered in open session of our Board in the City of Tallahassee this 26th day of May, 1913.

N. A. BLICH, Acting Chairman.

ORDER NO. 397.

FILE NO. 3508.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF APPLICATION OF THE GULF,
FLORIDA & ALABAMA RAILWAY TO PERMIT
THE CLOSING OF ITS FREIGHT STATION AT
PENSACOLA AT 1 O'CLOCK P. M. ON SATURDAYS
DURING THE MONTHS FROM JUNE 1, 1913, TO
OCTOBER 1, 1913.

Application having been made to us by the Gulf, Florida & Alabama Railway to suspend the operation of Rule No. 26 of our "Rules Governing the Transportation of Freight" so as to permit the employees of the said railway company in its freight station at Pensacola, Fla., to enjoy a half holiday on Saturdays during certain months hereinafter named, and it appearing to us that the same ought to be granted,—

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the railway company aforesaid to close its freight station at the City of Pensacola at 1 o'clock P. M. on each and every Saturday during the months of June, July, August and September in the year 1913 for the purpose of giving the said employees a half holiday in each week during the said months.

This order shall take effect June 1, 1913.

Ordered in open session of our Board at the City of Tallahassee this 29th day of May, 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 398.
FILE NO. 3484.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA

IN THE MATTER OF THE CHANGE OF SCHEDULE
TIME OF PASSENGER TRAIN NO. 14 OPERATED
BY THE SEABOARD AIR LINE RAILWAY BE-
TWEEN CEDAR KEY AND JACKSONVILLE.

On the 4th day of June, 1913, this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee in pursuance of due and lawful notice,—the petitioners appearing by W. R. Hodges, Mayor of the City of Cedar Key, and T. R. Hodges, their Attorney, and the Seaboard Air Line Railway appearing by T. W. Parsons, Superintendent, all of whom were fully heard; and after said hearing it was agreed by and between the petitioners and said Seaboard Air Line Railway, through its representative T. W. Parsons, that the schedules hereinafter set out and prescribed would be satisfactory to the petitioners and to the said Seaboard Air Line Railway.

Wherefore, it is considered, ordered and adjudged by the said Railroad Commissioners of the State of Florida that the said Seaboard Air Line passenger train No. 14 which has heretofore been scheduled to leave Cedar Key at 5:50 o'clock A. M. and arrive at Jacksonville at 11 o'clock A. M. shall hereafter be scheduled to leave Cedar Key at 4:20 o'clock A. M. and to arrive at Jacksonville at 9:30 o'clock A. M. and to connect at Baldwin with the said Seaboard Air Line Railway's train No. 37 running West from Jacksonville. And also that the said passenger train No. 15 of the said Seaboard Air Line Railway shall be scheduled to leave Jacksonville at 1:30 o'clock P. M. and to arrive at Cedar Key at 6:35 o'clock P. M.

It is further ordered that the said schedules shall be observed and operated until the further order of said Commissioners.

And it is further ordered that this order shall take effect on Sunday the 22nd day of June, 1913, at midnight.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee this 7th day of June, 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 399.

FILE NO. 3027.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO PERMIT THE FREIGHT STATIONS TO BE CLOSED AT 1 O'CLOCK P. M. ON SATURDAYS DURING THE MONTHS FROM JUNE 1, 1913, TO OCTOBER 1, 1913.

Application having been made to us by the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway, the Florida East Coast Railway Company, the Georgia Southern & Florida Railway Company and the Southern Railway Company to suspend the operation of Rule 26 of our "Rules Governing the Transportation of Freight" so far as to permit the employees of the said railroad companies in their several freight stations in Jacksonville to enjoy a half holiday on Saturdays during certain months hereinafter named and it appearing to us that the same ought to be granted,

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the city of Jacksonville at 1 o'clock P. M. on each and every Saturday during the months of June, July, August and September, in the year 1913, for the purpose of giving the said employees a half holiday in each week during the said months.

This order shall take effect June 1, 1913.

Ordered in open session of our Board at the City of Tallahassee this 30th day of May, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 400.

FILE NO. 3460.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
PUBLIC SERVICE COMMITTEE OF THE CITY OF
JACKSONVILLE FOR AN ORDER REQUIRING
THE ERECTION OF A NEW TERMINAL STATION
IN THE CITY OF JACKSONVILLE.

In pursuance of due and lawful notice previously given to the Atlantic Coast Line Railroad Company, the Florida East Coast Railway Company, the Seaboard Air Line Railway, the Georgia Southern & Florida Railway Company, the Southern Railway Company and the Jacksonville Terminal Company, the Railroad Commissioners of the State of Florida met on the 17th day of April, 1913, at 10 o'clock in the morning at the Board of Trade Rooms in the City of Jacksonville to consider a certain Resolution of the Public Service Committee of the City of Jacksonville requesting the said Commissioners to visit Jacksonville and hold a meeting for the purpose of investigating the alleged necessity for a new Terminal Station in the said City and to hear all who might desire to be heard in regard to the same and then and there to determine whether or not they ought to make an Order requiring the carriers hereinbefore named to provide additional and better facilities in and about the union passenger depot in the City of Jacksonville or to provide a new and larger and better union depot, and at said meeting appeared the following: Mr. John E. Hart-ridge for the Jacksonville Terminal Company, Mr. Morton Riddle, General Superintendent of Atlantic Coast Line Railroad Company, Mr. J. C. Blanton, Manager Jacksonville Terminal Company, also the Public Service Committee of the City of Jacksonville, the Jacksonville Real Estate Exchange and the Jacksonville Board of Trade by various representatives,—all of whom were fully heard and thereupon the said matter was taken under advisement, leave being granted to the parties in interest to file briefs;

And now on this day the said matter having been duly

considered and the said parties having filed briefs which have been considered, the said Railroad Commissioners do find that the present union passenger depot in the City of Jacksonville is inadequate to the needs of the City of Jacksonville and insufficient for the proper accommodation of the traveling public, and that a new, better and larger union passenger station ought to be erected in said city.

And they do further find that the carriers herein before mentioned or one or more of them are the owners of all or the greater part of a certain tract of land situated in the City of Jacksonville, which is bounded as follows:

On the East by Myrtle Avenue; on the West by a line running parallel with Myrtle Avenue and eighteen hundred (1800) feet West thereof; on the South by the North line of Bay Street extended West from Myrtle Avenue to the aforesaid West line of the said tract and on the North by a line running parallel with and two hundred (200) feet North of the North line of Adams Street extended West from Myrtle Avenue to the aforesaid West line of the said tract.

And the Commissioners do further find that the most feasible location for a union passenger depot in the City of Jacksonville is on the tract of land above described, and they do, therefore, order and adjudge that the carriers hereinbefore mentioned shall erect on the said tract of land a union passenger depot so located as to front on Myrtle Avenue and be adjacent thereto; said depot to be a double level station building of such capacity and with such conveniences as may hereafter be fixed by the said Commissioners, and to be provided and equipped with such car sheds, tracks, walks and approaches as the said Commissioners may hereafter require.

And it is further ordered that the said Commissioners shall be in session at their office in the City of Tallahassee on the 15th day of July, 1913, at 10 o'clock in the morning for the purpose of considering upon what plans the said depot, sheds and tracks ought to be constructed and what dimensions ought to be required and what conveniences ought to be required and to consider any and all other matters and questions not herein decided which may arise for consideration in the premises; and at such meeting all of the carriers above mentioned and all

parties in interest will have an opportunity to be fully heard.

Witness the hand of the Chairman of the said Railroad Commissioners at their office in the City of Tallahassee this 21st day of June, 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 401.
FILE NO. 3486.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE RESCISSION AND CANCELLATION OF RULE 7 OF THE RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

Pursuant to due and lawful notice in writing, dated the 31st day of March, 1913, and served on all railroads and railroad companies doing an intra-state business in the State of Florida, this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 22nd day of April, 1913, at ten o'clock in the morning; and then and there appeared Mr. James F. Meade on behalf of the Atlantic Coast Line Railroad Company, no others appearing and no protest being made against the proposed rescission and cancellation of the said Rule 7; and after a thorough hearing the said matter was taken under advisement by the Commissioners.

And now on this day, the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, it is considered and ordered and adjudged by the Railroad Commissioners that Rule 7 of the Rules Governing the Transportation of Freight be and the same is hereby rescinded and cancelled.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 27th day of June, A. D. 1913.

R. HUDSON BURR, Chairman.

FILE NO. 1573-N.
ORDER NO. 402.

**BEOFRE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.**

**IN THE MATTER OF PROPOSED CHANGE OF
CLASSIFICATION AFFECTING DRY GOODS,
PAPER, VEHICLES AND CROSS TIES.**

After due notice to all railroads, railroad companies and common carriers doing an intrastate business in the State of Florida, this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 10th day of June, 1913, at ten o'clock a. m., and then and there appeared T. J. Appleyard and the H. & W. B. Drew Company, by C. R. Simonds, and thereupon the said matter was taken under advisement.

And now on this day, the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway having submitted their arguments and views in writing, and the said Railroad Commissioners being fully advised in the premises, it is ordered and adjudged by the Railroad Commissioners of the State of Florida that Classification No. 3 of the Railroad Commission of Florida be amended in the following particulars, to-wit:

“Under the head of Dry Goods, viz:—

Class

By striking out the following on pages 28 and 29:

Cotton Factory Products: Any of the following named articles (taken only at actual weights) made wholly of Cotton, when specific name of article and name of shipper are plainly stenciled on outside of packages (shippers name may be marked on tag attached to package) and stated in shipping receipt or bill of lading, (marking or describing packages as containing “Cotton Piece Goods” or “Cotton Factory Products” will not be sufficient), in bales, boxes, or in rolls covered with burlap, viz:

Backbands, made of Cotton Webbing; Cali-

coes; Cambrics, Glazed; Canton Flannels, plain or dyed; Canvas; Checks, Domestic; Cheviots, Domestic; Cottonades; Cotton Bags; Cotton Bagging (including Brown Cotton Bagging); Cotton Cheese Cloth; Cotton Towels; Cotton Waste; Crash, Cotton; Denims Domestic; Drills; Duck; Gingham, Domestic; Jeans, Cotton; Jeans, Corset; Kerseys; Osnaburgs; Plaids; Rope; Sack Material; Sheetings, bleached or brown; Shirting; Silesia; Stripes, Domestic; Teazle Cloth; Tickings; Twine, Warp; Webbing, Backband; Wicking; Yarn 5

Same, unless conditions above are complied with 1

And by inserting in lieu thereof the following:

Cotton Fabrics, in the original piece, but not finished articles ready for immediate use, (made wholly of Cotton), and Cotton Factory Products, in bales, boxes, or in rolls covered with burlap, viz:

Backbands, made of Cotton Webbing; Calicoes; Cambrics, Glazed; Canton Flannel, plain or dyed; Canvas; Checks, Domestic; Cheviots, Domestic; Cottonades; Cotton Bags; Cotton Bagging, (including brown Cotton Bagging); Cotton Cheese Cloth; Cotton Towels; Cotton Waste; Crash, Cotton; Denims; Domestic; Drills; Duck; Gingham, Domestic; Jeans, Cotton; Jeans, Corset; Kerseys; Osnaburgs; Plaids; Rope; Sack Material; Sheetings; bleached or brown; Shirting; Silesia; Stripes, Domestic; Teazle Cloth; Tickings; Twine; Warp; Webbing, Backband; Wicking; Yarn.. 5

Same, unless conditions above are complied with 1

Under the head of Paper, viz:—

By striking out the following on page 55:

Newspaper, N. O. S., in rolls or bundles, L.	
C. L.	6
Same, C. L.	A

And by inserting in lieu thereof the following:

Newspaper, N. O. S., in rolls or bundles, L. C.	
L. (See Note)	6
Same, C. L. (See Note)	A
Book Paper, machine finished, in rolls or	
bundles	
L. C. L. (See Note)	5
Same, C. L. (See Note)	A

NOTE:—Newspaper, N. O. S., and Book Paper, machine finished, in bundles partially protected by boards or strips shall be charged for at the rate applying on paper in bundles.

Under the head of Vehicles, viz:

By striking out the following on page 70:

Automobiles, Locomobiles or other self pro-	
pelled vehicles, viz:	
S. U., L. C. L.	3-T-1
K. D., boxed or well crated, L. C. L.	D-1
S. U. or K. D., C. L., min. wt. 20,000 lbs....	1

And by inserting in lieu thereof the following:

Automobiles, Locomobiles or other self pro-	
pelled vehicles, viz:	
S. U., L. C. L.	D-1
K. D., boxed or well crated, L. C. L.	1½
S. U. or K. D., straight car load, or in mixed	
car load with Axles, Bodies, Chasses, Frames,	
Radiators, Tops or Wheels, min. wt. 10,000	
lbs.	1

Under the head of Cross Ties, viz:—

By striking out the following on page 27:

Cross Ties, Iron or Steel, see Iron and Steel Articles.

And by inserting in lieu thereof the following:

Cross Ties, Iron or Steel, see Iron and Steel

Articles.

Cross Ties, Wooden, C. L. P

And it is further ordered and adjudged that this order and the changes herein required shall take effect on the 15th day of August, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 14th day of July, A. D. 1913.

R. HUDSON BURR, Chairman.

FILE NO. 3473.
ORDER NO. 403.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION
BY THE SEABOARD AIR LINE RAILWAY OF
RULES 9 AND 11 OF THE RULES GOVERNING
THE TRANSPORTATION OF PASSENGERS.

After due notice to the Seaboard Air Line Railway this matter came on for consideration by the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 18th day of March, 1913, at three o'clock in the afternoon, and then and there appeared Mr. B. P. Coachman and others as witnesses against the said Seaboard Air Line Railway, and the said Seaboard Air Line Railway, by W. J. Oven, Division Counsel, and others, all of whom were fully heard. And thereupon the further hearing of the said matter was postponed to the 15th day of April, 1913. And the said matter having been further considered on the said 15th day of April, 1913, and taken under advisement, now on this 15th day of July, 1913, the said Railroad Commissioners having fully considered the said matter and being fully advised in the premises, are of the opinion that there was just ground for complaint in regard to the heating of the waiting room at Tallahassee as charged, but the said Commissioners find from the evidence submitted that the offenses are not proved with sufficient

certainty to justify the imposition of a fine, and it is therefore ordered by the said Commissioners that the charges against the said Seaboard Air Line Railway of having violated Rules 9 and 11 of the Rules Governing the Transportation of Passengers be and the same are hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 15th day of July, A. D. 1913.

R. HUDSON BURR, Chairman.

FILE NO. 3472.
ORDER NO. 404.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION
BY THE FLORIDA EAST COAST RAILWAY COM-
PANY OF RULES 6 AND 9 OF THE RULES GOV-
ERNING THE TRANSPORTATION OF PASSEN-
GERS.

Pursuant to due and lawful notice to the Florida East Coast Railway Company this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee, on the 18th day of March, 1913, at ten o'clock in the morning, and then and there appeared the Florida East Coast Railway Company, by Alexander St. Clair-Abrams, Counsel, and George E. Ackroyd and R. C. Bushnell as witnesses against the said Florida East Coast Railway Company, all of whom were fully heard. And thereupon the further hearing of the said matter was postponed to the 25th day of March, 1913, at which time, on the request of the Florida East Coast Railway Company, through its counsel, the time for further hearing the said matter was again postponed to April 17th, 1913, at nine o'clock in the morning. And at the said time the Railroad Commissioners met at the Board of Trade Rooms in the City of Jacksonville, and then and there appeared Hon. Alexander St. Clair-Abrams on behalf of the said

Florida East Coast Railway Company, and the said matter was taken up and fully considered and was taken under advisement.

And now on this day, the said matter coming on for further and final consideration, and the said Railroad Commissioners being fully advised in the premises, do find from the evidence submitted that the charges against the said Florida East Coast Railway Company of violation of Rule 6 of the Rules Governing the Transportation of Passengers, by failing to bulletin and keep posted the time which Train No. 38, due at Daytona, a station on its line, at 4:56 A. M., was behind the schedule time, is not sustained, and it is therefore ordered by the said Railroad Commissioners that the said charge be and the same is hereby dismissed.

And the said Railroad Commissioners do further find from the evidence submitted that the said Florida East Coast Railway Company did, on the 15th day of February, 1913, fail to provide fires in the waiting room at its passenger station at Daytona, a point on its line of road, at a time when fires were necessary for the comfort of the traveling public, to-wit, immediately before the time scheduled for the arrival of its Train No. 38, due at Daytona at 4:56 A. M., and from thence until the actual arrival of the said train, and that the said Florida East Coast Railway Company is guilty as charged of violating Rule 9 of the Rules Governing the Transportation of Passengers, which Rule is as follows, to-wit:

"RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC."

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public."

And the said Railroad Commissioners do further find

and adjudge that the said Florida East Coast Railway Company has thereby incurred a penalty which is hereby fixed and imposed in the sum of One Hundred and Fifty (\$150.00) Dollars, which it is required to pay promptly to the State Treasurer according to law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 16th day of July, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 405.
FILE NO. 3460.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
PUBLIC SERVICE COMMITTEE OF THE CITY OF
JACKSONVILLE FOR AN ORDER REQUIRING
THE ERECTION OF A NEW TERMINAL STATION
IN THE CITY OF JACKSONVILLE.

In pursuance of the terms of Order No. 400, made and entered by the Railroad Commissioners of the State of Florida on the 21st day of June, 1913, this matter came on for further consideration by the said commissioners at their office in the city of Tallahassee on the 15th day of July, 1913, at ten o'clock in the morning, and then and there appeared the Jacksonville Terminal Company by John E. Hartridge, Counsel, and Morton Riddle, Chairman of the Board of Control of the said Jacksonville Terminal Company, the Atlantic Coast Line Railroad Company, Florida East Coast Railway Company, Georgia Southern and Florida Railway Company, and the Southern Railway by W. E. Kay, and the Seaboard Air Line Railway by W. J. Oven, Division Counsel.

Thereupon the Jacksonville Terminal Company, and the other carriers interested and represented at the said hearing, moved in writing, and orally, for a postponement of the further consideration of this matter to the 1st day of October, 1913, alleging in support of their motion that the carriers affected were proceeding in good faith to carry out the order of the Commissioners, that

they had employed competent engineers to prepare ground plans for a station and plans for the necessary tracks, and that it had been impossible within the time fixed to prepare and perfect the said plans, and that it would be impossible to prepare and perfect said plans in time to submit them before the 1st of October, 1913.

Thereupon the motion was granted and the further consideration of the said matter was postponed until the 1st day of October, 1913, at ten o'clock in the morning, the hearing then to proceed at the office of the Railroad Commissioners at Tallahassee, Florida, in accordance with the terms of the said Order No. 400.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 16th day of July, A. D. 1913.

R. HUDSON BURR, Chairman.

FILE NO. 3511.
ORDER NO. 406.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED CHANGES IN
EXPRESS CLASSIFICATION NO 1 OF THE RAIL-
ROAD COMMISSIONERS OF THE STATE OF
FLORIDA.

After due notice to the Southern Express Company, this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 27th day of May, 1913, at ten o'clock in the morning, and then and there appeared the Southern Express Company, by W. K. Haile, Superintendent, who was fully heard, and the said Southern Express Company submitted its arguments and views as to the proposed changes in writing, and thereupon the said matter was taken under advisement.

And now on this day, the said matter coming on for further and final consideration, and the said Railroad Commissioners being fully advised in the premises it is ordered and adjudged by the Railroad Commissioners of

Florida that Express Classification No. 1 of the Railroad Commission of Florida be amended in the following particulars, to-wit:—

	Class
“By striking out on page 12:	
Butter and imitations of butter, including butter made from nuts	C
And by inserting in lieu thereof, the following:	
Butter and imitations of butter, including butter made from nuts—Pound Rates	D
By striking out the following on page 14:	
Eggs—for hatching	A
For market, when in cases quote rate per case	C
For market, when shipped other than in cases charged on actual weight	B
And by inserting in lieu thereof the following:	
Eggs—For Hatching	A
For market—Pound Rates	D
By striking out the following on page 21 under the head of Plants:	
Not growing in pots or other receptacles, completely boxed or crated, and so packed that they may be stowed with other freight and may be handled without extra care and without injury to the plants	B
	M
And by inserting in lieu thereof the following:	
Not growing in pots or other receptacles, completely boxed or crated, and so packed that they may be stowed with other freight and may be handled without extra care and without injury to the plants	D
	M
By striking out the following on page 21 under the head of Poultry, Alive—	
Poultry, common, for market or consumption..	C
And by inserting in lieu thereof the following:	
Poultry, common, for market or consumption—	

Pound Rates D."

And it is further ordered and adjudged that this order and the changes herein required shall take effect on the 19th day of August, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 17th day of July, A. D 1913.

R. HUDSON BURR, Chairman.

FILE NO. 3136.
ORDER NO. 407.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF ESTABLISHING AN EXPRESS
SERVICE ON THE MARIANNA & BLOUNTSTOWN
RAILROAD.

Pursuant to due and lawful notice in writing addressed to the Marianna & Blountstown Railroad Company and dated the 9th day of June, 1913, a hearing on the above matter was fixed by the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 10th day of July, 1913, to consider and determine whether the said Railroad Commissioners ought to require the said Marianna & Blountstown Railroad Company to establish and put in effect an express service on its line of railway lying within this State, for the receipt, transportation and delivery at points on its said line of railway of packages, parcels and bundles such as are usually received, transported and delivered in the operation of an express business, and to perform such other services as are usually performed by express companies. And thereafter, on to-wit, the 6th day of July, and prior to the date fixed for said hearing, at the request of Counsel for the said Marianna & Blountstown Railroad Company, the said hearing was postponed to the 17th day of July, 1913, at which time the said Marianna & Blountstown Railroad Company appeared by Paul Carter, Counsel, and C. R. Evans, Vice-

President. And the said parties having been fully heard, the said matter was thereupon taken under advisement.

And now on this day, the said matter coming on for further consideration, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find from the evidence adduced in said matter, that the said Marianna & Blountstown Railroad Company is now performing a service which is substantially equivalent to an express service on its said line of railway in the receipt, transportation and delivery of packages, parcels and bundles such as are usually received, transported and delivered in the performance of an express service, and that said service is cheaper for shippers than a regular express service would be. And the said Railroad Commissioners do further find and adjudge that the volume of such traffic over said line is not sufficient at this time to justify the entry of an order requiring the said Railroad Company to establish and put in effect a regular express service as aforesaid. It is therefore considered, ordered and adjudged by the said Railroad Commissioners that the said matter be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 7th day of August, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 408.
FILE NO. 3322.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION
BY THE SEABOARD AIR LINE RAILWAY AND
THE TAMPA NORTHERN RAILROAD COMPANY
OF ORDER NO. 377 AND FREIGHT RULE 1.

After due and lawful notice given to the Seaboard Air Line Railway and the Tampa Northern Railroad Company, hereinafter called the respondents, that this

matter would come on for consideration on the 16th day of July, 1913, the hearing of said matter was, on motion of said respondents, postponed to July 22nd, 1913, and then and there came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee, who were then and there in session in order to consider and determine whether or not the said respondents were guilty as charged in and by the notice dated the 13th day of June, 1913, of violating Order No. 377, made and entered by the said Railroad Commissioners on the 12th day of October, 1912, and also to consider and determine whether or not the said respondents were guilty as charged in and by a notice dated the 13th day of June, 1913, of violating Rule 1 of the Rules Governing the Transportation of Freight. And then and there appeared the said respondents, by Legh R. Watts, General Counsel for the said Seaboard Air Line Railway, and W. J. Owen, Division Counsel.

It was urged in behalf of said respondents that the observance by them of the said Rule 1, under the terms of which, as construed by the said Commissioners, they were required to operate their lines as parts of one and the same road, and obedience to the said Order No. 377, which required the observance of the said Rule 1, would result in great loss to respondents financially, and that likewise the observance of Commissioners Order No. 372, made October 22nd, 1912, whereby the rates of respondents on inter-line hauls were reduced, and the observance of the Commissioners' Order No. 374, made October 8th, 1912, whereby the rates on fertilizer materials were reduced, would result in great financial loss to respondents, and that the effect of the said orders would be to confiscate the property of respondents in violation of the Constitution of the United States. And it was further urged by respondents that they had in good faith appealed to the courts to test the validity of said Rule 1 and the aforesaid orders, and that although they had been denied an injunction by the District Court of the United States, yet the case had not been finally adjudicated upon the merits; and furthermore, that in a case against another carrier involving the validity of said Order No. 372 the contentions relied on by said companies had been sustained by the Supreme Court of Flor-

ida. And it was proposed by the said respondents that upon the dismissal of this proceeding they would obey the said Rule 1 and all of the aforesaid orders, being the orders involved in the case pending in the District Court of the United States, and that they would thereupon abandon the said litigation and dismiss the said case. And the Commissioners being of the opinion that it was to the advantage of shippers and the general public that the pending litigation should be terminated and that the orders of the Commissioners should be immediately obeyed, agreed that upon compliance by respondents with the proposal submitted the Commissioners would consent to the dismissal of their cross-bill heretofore filed against the said respondents to enforce obedience to the said orders, and that this proceeding should be dismissed. And thereupon, pending the performance of the agreement then and there entered into, the further hearing of this proceeding was adjourned to the 15th day of August, 1913, and on said day said matter came on for further consideration and was taken under advisement.

And now on this day, it being shown to the Railroad Commissioners of the State of Florida that the said Seaboard Air Line Railway and the said Tampa Northern Railroad Company, by and with consent of counsel for the said Railroad Commissioners, have moved for the dismissal of the aforesaid suit, and that they have, on, to-wit, the 6th day of August, 1913, put in the rates fixed and prescribed by the said Orders No. 372, No. 374 and No. 377, and that they are now in all respects observing and obeying the said orders, and the said Railroad Commissioners being of the opinion that the settlement proposed by the said railroads is for the best interests of shippers and the public generally, it is ordered that this proceeding be and the same is hereby dismissed as to both charges and as against both respondents.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, the Capital, this 11th day of September, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 410.
FILE NO. 2551.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF INCREASED STATION FACILITIES AT AUBURNDALE, A STATION ON THE ATLANTIC COAST LINE RAILROAD.

In pursuance of due and lawful notice to the Atlantic Coast Line Railroad Company this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 2nd day of September, 1913, at three o'clock in the afternoon, the Board of Trade of Auburndale being represented by Mr. Elmer E. Cline and the Atlantic Coast Line Railroad Company being present by Mr. M. Riddle, General Superintendent, who were fully heard, and thereupon the said matter was taken under advisement.

And now on this day, the said Railroad Commissioners being advised in the premises, do find that the existing facilities at Auburndale aforesaid are not adequate or sufficient for the comfort and convenience of passengers and shippers, and they do further find that the present station building could be made adequate and sufficient by removing all partitions so as to convert the present freight room, office and waiting rooms into a freight warehouse and by adding to the said building on the north end an office, waiting rooms and other facilities hereinafter described.

Wherefore, the said Railroad Commissioners do hereby order and adjudge that the said Atlantic Coast Line Railroad Company be, and it is hereby required to provide better and greater station facilities for the convenience of passengers and for the handling of freight at Auburndale aforesaid, and to that end that they shall, by erecting new structures or by enlarging, extending and altering the existing structures, as said company may elect, provide a freight warehouse of at least 1800 square feet of floor space, a platform for handling freight to contain at least 1200 square feet of floor space, a waiting room for white passengers of at least 400 square feet of floor space, a waiting room for colored passengers

of at least 200 square feet of floor space, a baggage room adequate to the needs of the traveling public at said station, together with such office room as the said company may deem necessary, the said office, baggage room and waiting rooms to be built on ground level; and that the said station building and facilities shall be erected on or adjacent to the site of the present depot building at Auburndale.

And it is further ordered that plans of the foregoing improvements shall be filed with the said Commissioners within thirty days after the date of this order, and that the order shall be fully complied with on or before the 15th day of December, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, the Capital, this 11th day of September, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 411.
FILE NO. 3535.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER
RATES FOR THE MELROSE RAILROAD.

This matter coming on this day to be heard upon the application of the Melrose Railroad for an order prescribing freight and passenger rates for the said railroad, and the Commissioners being fully advised in the premises;

It is hereby ordered and adjudged that the following schedule of freight rates be allowed and prescribed for the use of the Melrose Railroad, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date:

(See Rates elsewhere in Report.)

It is further ordered that the local mileage rates on fruits and vegetables on pages 162 and 163 of the 16th Annual Report of the Railroad Commissioners are here-

by prescribed for said railroad, and that the sugar cane rates and the cotton rates as shown on pages 157 of the 16th Annual Report of the Railroad Commission are hereby prescribed for said railroad.

The following passenger rates are allowed and prescribed:

Straight fare 4c per mile. Round trip ticket good for five days, exclusive of day of sale, 3c per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 13th day of September, A. D. 1913.

N. A. BLITCH, Acting Chairman.

ORDER NO. 412.
FILE NO. 3583.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE
SEABOARD AIR LINE RAILWAY FOR THE AL-
LEGED VIOLATION OF PASSENGER RULES 6,
7 AND 11.

Whereas it was charged before the Railroad Commissioners of the State of Florida that the Seaboard Air Line Railway, a railroad corporation doing business in the State of Florida, did violate or disregard Rule 11 of the Rules Governing the Transportation of Passengers, heretofore adopted and promulgated by the Railroad Commissioners of the State of Florida, in that on the 31st day of July, 1913, the said Seaboard Air Line Railway failed to keep in a clean and sanitary condition a certain passenger coach on its line between Orlando and Oviedo; and

Whereas it was charged against the said Seaboard Air Line Railway that it had violated or disregarded Rule 7 of the said Rules Governing the Transportation of Passengers, in that on the 31st day of July, 1913, no copy of the order adopting the said Rule 7 was posted in a conspicuous place in its office at Orlando, a station on said line of railway; and

Whereas it was charged against the said Seaboard Air Line Railway that it did violate or disregard Rule 6 of the Rules Governing the Transportation of Passengers, heretofore adopted and promulgated by the Railroad Commissioners of the State of Florida, which rule is as follows, to-wit:

"POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations."

in this, that the said Seaboard Air Line Railway did not on the 31st day of July, 1913, post on a bulletin board at Orlando, a station on its line of railway, the same being an open telegraph station, where passenger trains were scheduled to stop, the schedule time of arrival of all or any of its passenger trains operating between Orlando and Oviedo and due to stop at Orlando aforesaid; and also in this, that on the 31st day of July, 1913, a copy of the aforesaid Rule 6, printed in large type, was not posted at the top of the bulletin board in the station building of the said Seaboard Air Line Railway at Orlando, an open telegraph station on its line of railway; and

Whereas more than ten days notice of each of the said charges of the violations aforesaid was given to the said Seaboard Air Line Railway by the Railroad Commissioners of the State of Florida, and at the expiration of the said ten days and at the time and place fixed in the said notice for hearing the said charges, the said Seaboard Air Line Railway appeared by W. J. Oven, Division Counsel, and T. W. Parsons, Superintendent, and there also appeared Mr. W. H. G. Scott, as a witness, all of whom were fully heard, whereupon the said matter was taken under advisement.

Now, therefore, the said matter coming on this day for further consideration, and the said Railroad Commissioners being fully advised in the premises, do find and adjudge that as to the charge of violating the said Rule 7, and as to the charge of violating the said Rule 11, the said charges are not sustained by the evidence submitted, and are therefore dismissed.

And the Railroad Commissioners of the State of Florida do further find and adjudge that the said Seaboard Air Line Railway has been guilty of violating or disregarding the said Rule 6 of the Rules Governing the Transportation of Passengers, in that on the 31st day of July, 1913, the said Seaboard Air Line Railway did not post on a bulletin board at Orlando, a station on its line of railway, the same being an open telegraph station where passenger trains were scheduled to stop, the schedule time of arrival of all or any of its passenger trains operating between Orlando and Oviedo and due to stop at Orlando aforesaid.

And the said Railroad Commissioners do further find and adjudge that the said Seaboard Air Line Railway has been guilty of a violation of the said Rule 6 in that on the 31st day of July, 1913, a copy of the said Rule 6, printed in large type, was not posted at the top of the bulletin board at its station building at Orlando, an open telegraph station on its said line of railway.

And the said Railroad Commissioners do further find, order and adjudge that by the said violation the said Seaboard Air Line Railway has incurred penalties which are hereby fixed and imposed as follows:

For the first violation of the said Rule 6, as above specified, the sum of One Hundred Dollars.

For the second violation of the said Rule 6, as above specified, the sum of One Hundred Dollars.

And the said Seaboard Air Line Railway is hereby ordered to pay promptly to the State Treasurer of the State of Florida the penalties so fixed and imposed, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, this 27th day of September, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 413.

FILE NO. 3536.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION
BY THE FLORIDA RAILWAY COMPANY OF
FREIGHT RULE 15.

This matter came on for consideration by the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee at ten o'clock in the morning, the Florida Railway Company failing to appear. It appearing that due and lawful notice of the said hearing had been given in writing to the said Florida Railway Company, the said Railroad Commissioners proceeded to hear the said charges and to examine the witnesses then and there appearing. The said witnesses testified that the said Florida Railway Company did, on to-wit, the 30th day of July, 1913, decline and refuse to receive, transport, switch or transfer a certain car, to-wit, Car D. L. & W. No. 29240, as will be hereinafter more fully set out.

And thereupon, having heard the said witnesses and entered upon the full consideration of the said matter, the same was taken under advisement. And thereafter, on the 26th day of September, 1913, the said Florida Railway Company filed its application praying leave to file its defense in the said matter and asking that the said cause be re-opened in order to give the said company opportunity to be fully heard.

And now on this day, the said Commissioners having considered the said application and the facts hereinbefore set forth, do now order and adjudge that this matter be held open for further hearing and consideration and that the said Florida Railway Company be permitted to present its defenses upon the following terms and conditions, viz:—That the said Florida Railway Company shall, on or before the 10th day of October, 1913, file its defense or defenses in writing under oath, as required by Laws of Florida (1913), Chapter 6526, Section 12, specifically setting forth each particular defense, and that the said Florida Railway Company shall therein specifically, fully and in detail answer and say whether or not it is true, in whole or in part, as was testified by witnesses herein on the said 24th day of September, 1913, that the said Live Oak, Perry & Gulf Railroad Company did on, to-wit, the 30th day of July, 1913, deliver to the South Georgia & West Coast Railroad Company a certain Car D. L. & W. No. 29240, loaded with stoves and consigned to the Suwannee Hardware Company, Perry, Florida, to be transported, switched or transferred by the said South Georgia & West Coast Railroad Company to the tracks of the said Florida Railway Company, and that the said South Georgia & West Coast Railroad Company did thereafter on, to-wit, the 30th day of July, 1913, tender the said car, and offer to deliver the same, to the said Florida Railway Company to be by it transported, switched or transferred over its tracks to the warehouse of the Suwannee Hardware Company at Perry, Florida, located on the tracks of the said Florida Railway Company at Perry aforesaid, and that the said Florida Railway Company did then and there decline or refuse to so transport, switch or transfer the said car as aforesaid, or to receive the same for such purposes.

And it is further ordered that upon the filing by the said Florida Railway Company, within the time above specified, of its defense or defenses, in accordance with the foregoing requirements, a day will be then fixed for such further hearing as justice may require.

And it is further ordered that a copy of this order shall be served upon the Florida Railway Company as notice of the requirements, conditions and charges herein specified.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 27th day of September, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 414.

FILE NO. 1794.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF IMPROVED STATION FACILITIES BY THE SEABOARD AIR LINE RAILWAY AT TALLAHASSEE, FLORIDA.

Pursuant to due and lawful notice dated the 1st day of September, 1913, this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 16th day of September, 1913, at three o'clock in the afternoon, and then and there appeared the Seaboard Air Line Railway by W. J. Oven, Division Counsel, H. W. Purvis, Superintendent, and W. J. Gooding, Division Engineer, and certain citizens of Tallahassee appeared in their own behalf. And after hearing all who desired to be heard the said matter was taken under advisement.

And now on this day, the said matter coming on for further consideration, the said Railroad Commissioners, being fully advised in the premises, do find and adjudge that the existing facilities at Tallahassee, a station on the line of the said Seaboard Air Line Railway, are inadequate for the comfort and convenience of passengers.

Wherefore the said Railroad Commissioners do order and adjudge that the said Seaboard Air Line Railway shall provide at its station aforesaid a permanent shed, covering the space between the depot building and tracks and extending alongside the said tracks from a row of posts set about fifty-four feet west of the westerly wall of the said depot building in an easterly direction at least 350 feet, the said shed to be so constructed and so connected with the depot building as to furnish to passengers entraining or detraining or passing between the

train and the depot building a sufficient protection from the rain.

And the said Railroad Commissioners do further order and require the said Seaboard Air Line Railway to provide, by enlarging the existing cement side-walks, or other-wise, a walk or pavement of cement or other material equally durable and serviceable, to extend the entire length and width of the aforesaid shed alongside the tracks and adjacent thereto.

And it is further ordered that the work herein ordered to be done and the improvements herein required to be made shall be fully completed on or before the 15th day of December, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 29th day of September, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 415.

FILE NO. 3402.

**BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.**

**IN THE MATTER OF THE APPLICATION FOR AN
ORDER REQUIRING THE FLORIDA EAST COAST
RAILWAY COMPANY TO ESTABLISH AND MAIN-
TAIN AN AGENCY STATION AT MIMS, FLORIDA.**

After due and lawful notice this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 18th day of March, 1913, at ten o'clock in the morning, the Florida East Coast Railway Company then and there appearing by its Counsel, Honorable Alexander St. Clair-Abrams, who was fully heard. And thereupon the said matter was taken under advisement.

And now on this day, the said matter coming on for further consideration, the Railroad Commissioners of the State of Florida do find that the freight and passenger business done by the Florida East Coast Railway Com-

pany at Mims, a flag station on its line of railway, is sufficient to warrant and necessitate the maintenance of an agency station at said point.

Wherefore it is ordered and adjudged by the Railroad Commissioners of the State of Florida that the Florida East Coast Railway Company be and it is hereby required and directed to establish and maintain an agency station at Mims aforesaid, the said agency station to be maintained from and after the 1st day of November, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 29th day of September, A. D. 1913.

R. HUDSON BURR, Chairman.

FILE NO. 3588.
ORDER NO. 416.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
ATLANTIC COAST LINE RAILROAD COMPANY
AND THE SANFORD AND EVERGLADES RAIL-
ROAD COMPANY FOR PERMISSION FOR AT-
LANTIC COAST LINE RAILROAD COMPANY TO
PURCHASE THE PROPERTY, RIGHTS, POWERS,
PRIVILEGES AND FRANCHISES OF THE SAN-
FORD AND EVERGLADES RAILROAD COM-
PANY.

This matter coming on this day to be heard, upon the application of the Atlantic Coast Line Railroad Company and the Sanford and Everglades Railroad Company for permission for the Atlantic Coast Line Railroad Company to purchase the property, right, powers, privileges and franchises of the Sanford and Everglades Railroad Company, and the Railroad Commissioners of the State of Florida having duly considered the same;

It is hereby ordered, in so far as the Railroad Commissioners have jurisdiction of the matter, that special authority is given to said Sanford and Everglades Railroad Company to sell and to said Atlantic Coast Line

Railroad Company, to purchase, the property, right, powers, privileges and franchises of said Sanford and Everglades Railroad Company, situate in the State of Florida, in accordance with the provisions of Section 2812, General Statutes of the State of Florida, 1906, as amended by Chapter 6230 of the Laws of Florida, 1911.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, the Capital, this 29th day of September, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 417.
FILE NO. 2931-A.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION OF CITIZENS
OF MICANOPY, FOR AN ORDER REQUIRING
PHYSICAL CONNECTION BETWEEN THE AT-
LANTIC COAST LINE RAILROAD AND THE
TAMPA AND JACKSONVILLE RAILWAY.

After due and lawful notice to the railroad companies hereinafter named, this matter came on for consideration before the Railroad Commissioners of the State of Florida on the 1st day of October, 1913, at 9:30 o'clock in the morning; and then and there appeared Mr. M. Riddle, General Superintendent, on behalf of the Atlantic Coast Line Railroad Company, Mr. A. DeSola Mendes, Vice-President and Traffic Manager, on behalf of the Tampa & Jacksonville Railway, and Messrs. J. D. Watkins, C. Z. Herlong and C. J. Grace, citizens of Micanopy and the neighboring community, on their own behalf: all of whom were fully heard. And thereupon the said matter was taken under advisement.

And now on this day, the said matter coming on for further consideration, the said Railroad Commissioners do find that the Atlantic Coast Line Railroad Company is the owner of a line of railroad operating to and through the Town of Micanopy and serving the said town

as carrier of freight and passengers, and that the said Tampa & Jacksonville Railway is likewise the owner of a line of railroad operating to and through the said town of Micanopy and serving the said community as a common carrier of freight and passengers, and that the said two lines of railroad are of the same gauge and meet at the Town of Micanopy aforesaid.

It is therefore considered, ordered and adjudged by the said Railroad Commissioners that the said Atlantic Coast Line Railroad Company and the said Tampa & Jacksonville Railway be and they are hereby required to construct or provide such switches, side tracks and connections at Micanopy aforesaid as will enable them to transport cars to and from each other's lines, and thereby to provide reasonable physical connection.

And it is further ordered that the foregoing requirements shall be fully complied with on or before the 15th day of November, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, the Capital, this 14th day of October, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 418.
FILE NO. 2505.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES AT
RALEIGH.

After due and lawful notice to the Seaboard Air Line Railway, this matter came on for consideration before the Railroad Commissioners of the State of Florida on the 23rd day of September, 1913, at half-past ten o'clock in the morning, at the office of the said Commissioners in the City of Tallahassee. And then and there appeared the Seaboard Air Line Railway by T. W. Parsons, Superintendent, L. S. Peck, Trainmaster, and W. J. Oven, Division Counsel; and Mr. T. J. Cone appearing in his own

behalf. And the said Commissioners having heard all who desired to be heard, thereupon took the said matter under advisement.

And now on this day, the said matter coming on for further consideration, and the said Railroad Commissioners being advised in the premises, do find that the station facilities at Raleigh, a station on the line of the Seaboard Air Line Railway, are not adequate for the comfort and convenience of passengers or for the handling of freight at the said station, and they do find that the said Seaboard Air Line Railway ought to increase its station facilities at Raleigh aforesaid by providing for both freight and passenger traffic a station building of size and arrangement suitable and necessary for the prompt and convenient handling of freight and passengers.

And the said Commissioners do order and adjudge that the said Seaboard Air Line Railway be and it is hereby required to provide such increased station facilities, either by building a new or by enlarging its present station facilities, so as to provide a freight room and office on the site of the present station building of combined capacity not less than the capacity of the existing building, with a platform for freight south of said freight room and office and adjacent thereto, which platform shall have at least 400 square feet of floor space and shall be sufficient and adequately roofed or covered so as to give ample protection from rain, and with waiting rooms for passengers north of the said freight room and office and adjacent thereto, one for white passengers and one for colored passengers, each of which shall have at least 150 square feet of floor space, and also a platform or other adequate foot-way alongside its track adjacent to said station building for the benefit and convenience of passengers entraining and detraining.

And it is further ordered that this order be fully complied with on or before the 20th day of December, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 17th day of October, A. D. 1913.

R. HUDSON BURR. Chairman.

ORDER NO. 419.
FILE NO. 2439.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES AT
QUINCY.

In accordance with due and lawful notice dated the 1st day of September, 1913, this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 16th day of September, 1913, numerous citizens of Quincy appearing in their own behalf and the Seaboard Air Line Railway appearing by H. W. Purvis, Superintendent, W. J. Oven, Division Counsel, and W. J. Gooding, Division Engineer, all of whom were fully heard, and thereupon the said matter was taken under advisement.

And thereafter, on the 2nd day of October, 1913, the said Railroad Commissioners gave further notice in writing to the said Seaboard Air Line Railway that on the 14th day of October, 1913, the said matter would come on for further hearing to determine whether they ought to enter an order requiring the location of the station building at Quincy at a different point, and in pursuance of the said notice the said matter came on for further consideration on the said 14th day of October, 1913, at 9:30 o'clock in the morning, the said Seaboard Air Line Railway appearing by W. J. Oven, Division Counsel, and L. S. Peck, Train Master, and further testimony was heard and thereupon the said matter was taken under advisement.

And now on this day, the said matter coming on for further consideration, the said Railroad Commissioners being advised in the premises, do find that the passenger depot at Quincy aforesaid is not adequate for the comfort and convenience of the traveling public, and that the premises about the said station are not sufficiently drained, and that the approaches to the said station are not adequate or well kept, and that there is a switch connecting with the main track of said railroad at a point directly in front of the said passenger station and ex-

tending to the westward, which switch and switch point in their present location are inconvenient and dangerous to passengers using the said passenger depot, and that the facilities provided for the use of passengers in and about the said depot building are in other respects insufficient and inadequate.

Wherefore it is ordered and adjudged by the Railroad Commissioners of the State of Florida that the said Seaboard Air Line Railway be and it is hereby required to provide greater and better facilities for handling passengers at Quincy aforesaid, and to that end:

That, either by enlarging the existing depot building or by building anew, a larger and better passenger depot be provided at Quincy aforesaid, said depot building to have such office room as said company may deem adequate for its purposes and on the eastward of the said office room a waiting room for white passengers to contain at least 800 square feet of floor space, and on the westward of the said office room a waiting room for colored passengers to contain at least 500 square feet of floor space, and on the west end of the said building an adequate baggage room, and that the said depot building be provided with suitable water closets, one for each sex for white passengers and one for each sex for colored passengers;

That, either by moving the said passenger depot to the eastward or by moving the existing switch and switch point to the westward, the said passenger depot shall be so located that there shall be a distance of at least ninety feet between the center line of said passenger depot and the nearest switch point to the west thereof;

That a canopy shed, or other shed equally serviceable and convenient, shall be erected alongside the main track of said company adjacent to the passenger station and joined thereto, the said shed to be 250 feet long and so located as not to encroach on the roadway crossing the right of way of said company to the east of the existing passenger depot, and not to extend at the westerly end thereof over any switch for a distance of more than fifteen feet beyond the switch point;

That a walk or footway of suitable material shall be provided to extend from the said passenger depot to the main track and the entire length and width of the shed above mentioned;

That the approaches to the said passenger station on the northerly side thereof be filled and graded so as to make the said passenger station easily accessible for vehicles;

That the drainage around the said passenger station be so arranged as to protect the said station from surface water;

That provision be made for adequately lighting the said passenger depot and the surrounding premises by electric lights or other lights of equal power and efficiency.

And it is further ordered that on or before the 22nd day of November, 1913, the work of carrying out the foregoing requirements shall be commenced and that such work shall be thereafter prosecuted with all due and reasonable speed, and that before commencing the said work the said Seaboard Air Line Railway shall submit to the said Railroad Commissioners plans and specifications of the said work to be by the said Railroad Commissioners examined and approved if they are found in accordance with the requirements of this order, and that this order shall be fully complied with by the 22nd day of January, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 20th day of October, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 420.
FILE NO. 3563.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMEND-
MENT TO PASSENGER RULE 11.

Pursuant to due and lawful notice to all railroads and railroad companies doing an intrastate business in the State of Florida, this matter came on for consideration before the Railroad Commissioners of the State of Flor-

ida at their office in the City of Tallahassee on the 25th day of September, 1913, at ten o'clock in the morning; and then and there appeared the following railroads and railroad companies by their representatives, namely:— Seaboard Air Line Railway by H. W. Purvis, Superintendent, W. J. Oven, Division Counsel, and L. S. Peck, Train Master; Atlanta & St. Andrews Bay Railway Company by Ben W. Steels, General Manager; Georgia, Florida & Alabama Railway Company by R. B. Coleman, General Manager; Louisville & Nashville Railroad Company by E. O. Saltmarsh, Superintendent, and W. A. Blount, Counsel; Georgia Southern & Florida Railway Company by C. B. Rhodes, General Passenger Agent; Live Oak, Perry & Gulf Railroad Company by W. T. Hargreet, General Manager; Gulf Florida & Alabama Railway Company by G. C. Willings, General Traffic Manager, and W. A. Blount, Counsel; South Georgia & West Coast Railway Company by C. T. Tillman, Treasurer, and C. H. Myers, General Freight & Passenger Agent; Apalachicola Northern Railroad Company by T. M. True, General Freight & Passenger Agent, and W. J. Oven, Counsel; Charlotte Harbor & Northern Railroad Company by C. B. McCall, General Freight & Passenger Agent; and Frank Radcliffe, Joint Agent at River Junction, Florida, for the Seaboard Air Line Railway, Louisville & Nashville Railroad Company, Atlantic Coast Line Railroad Company and Apalachicola Northern Railroad Company. And after hearing all who desired to be heard the said matter was taken under advisement.

And now on this day, the said matter coming on for further consideration the said Railroad Commissioners being fully advised in the premises, do consider, order and adjudge that Rule 11 of the Rules Governing the Transportation of Passengers, heretofore adopted and promulgated by the Railroad Commissioners of the State of Florida, and now of full force and effect, be and the same is hereby amended so as to read as follows, to-wit:—

“COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in each of such coaches a sufficient supply of good drinking water for the passengers, and to keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers, and which may be supplied from dispensing or vending machines or otherwise. and said cups may be furnished free, or, at the option of the carrier, a charge of not exceeding one cent for each cup may be made by the railroad companies whose duty it is made to supply the same.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company."

And it is further ordered that the said Rule as amended shall become effective on the 22nd day of November, 1913.

Done and ordered by the Railroad Commissioners of the State of Florida (Commissioner Burr dissenting) in session at their office in the City of Tallahassee, the Capital, this 20th day of October, A. D. 1913.

R. HUDSON BURR, Chairman.

DISSENT BY COMMISSIONER R. HUDSON BURR.

In the matter of amendment of passenger Rule 11, which matter was heard on September 25th, and cover-

ed by the Commissioner's order No. 420—file 3563—dated October 20th with reference to the furnishing by Railroad Companies of suitable and serviceable sanitary or sterilized drinking cups, covered by Section 3 of the said amended Rule No. 11.

I do not agree to the final conclusion reached by a majority of the Commissioners and I do not approve the authority carried in this Section, which permits Railroad Companies to charge one cent. each for the cups.

Two Railroads in the State are now furnishing free cups, the F. E. C. Ry. and the A. C. L. R. R. whose combined mileage in this State is 2,191 miles, about one-half the Railroad mileage in the State.

The S. A. L. Ry. is supplying a good cylindrical cup from a slot machine at one cent. each.

The balance of the roads in the State are charging one cent. each for common envelope cups that cost in quantities not to exceed eighty cents per thousand.

For many years Railway Companies have furnished drinking cups and glasses for the accommodation of their passengers and since the United States Treasury Department has condemned the use of the public drinking cup and ordered the Railway Companies to discontinue its use, I think that the Railway Companies should be required to furnish suitable sanitary or sterilized drinking cups to be dispensed from suitable vending machines free, or by means of distribution to each individual passenger by the agent, or conductor, with each ticket at the time of the sale and delivery of ticket to the passenger.

The Florida East Coast Railway Company is now supplying to its passengers free a cylindrical paraffine cup, dispensed from a sanitary cylindrical slot vending machine, placed in each railway coach, or other public place, in which they are required to furnish drinking cups. The conductor, trainman and porter being supplied with a metal disc of the size of a penny to be supplied to passengers upon application, which disc enables the passenger to obtain a cup from the vending machine. This, to my mind, is the ideal solution of this whole cup question and is a plan that could be applied to the use of any cup and any vending machine which the Railways might elect to use and absolutely controls the question of the useless waste of cups, complained of by Railway Companies now dispensing cups free, where they are placed

accessible to passengers to take at will, and in any number, that the passenger sees fit to take. Besides saving to the Railway Company a license tax of \$5.00 per year for each vending machine used where a charge is made.

I am advised, that taking into consideration the license tax on each machine and the waste occasioned by the present method of dispensing free cups by the Atlantic Coast Line Railway Company that the highest priced cylindrical cup—while the most satisfactory to the passenger—becomes the most economical to the Railway Company under the method of dispensing free in vogue on the Florida East Coast Railway Company where there is no waste.

For the foregoing reason I dissent from the conclusion reached by a majority of the Commission.

R. HUDSON BURR, Commissioner.

ORDER NO. 421.
FILE NO. 3047.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE REVOCATION OF ORDER
NO. 298, HERETOFORE ENTERED BY THE RAIL-
ROAD COMMISSIONERS, FIXING AND PRE-
SCRIBING A SCHEDULE OF FREIGHT AND PAS-
SENGER RATES FOR THE TALLAHASSEE &
GULF RAILROAD COMPANY.

Whereas, under date of July 22nd, 1910, the Railroad Commissioners of the State of Florida did make and enter their Order No. 298, wherein and whereby the said Commissioners did fix and prescribe a schedule of freight and passenger rates to be adopted and put in force by the Tallahassee & Gulf Railroad Company, applicable to freight and passenger traffic moving between points in this State; and

Whereas, it has been made to appear to the said Commissioners that the said Tallahassee & Gulf Railroad Company has, since the promulgation of the said Order No. 298, ceased operating as a common carrier,

Now, therefore, this matter coming on to be heard by the said Commissioners on the application of the said Tallahassee & Gulf Railroad Company for an order revoking the said Order No. 298, and the said Railroad Commissioners being fully advised in the premises;

It is hereby considered, ordered and adjudged that Order No. 298 fixing and prescribing a schedule of freight and passenger rates for the said Tallahassee & Gulf Railroad Company, which was made and entered by the said Railroad Commissioners on the 22nd day of July, 1910, be and the same is hereby revoked.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 15th day of November, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 422.
FILE NO. 3072.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES AT
WILDWOOD.

After due and lawful notice this matter came on for further consideration at Wildwood, Florida, on the 6th day of November, 1913, at three o'clock in the afternoon, all of the Commissioners being then and there present, the Seaboard Air Line Railway appearing by T. W. Parsons, Superintendent, and Messrs. W. H. McRainey and W. D. Gamble appearing in behalf of citizens of Wildwood, all of whom were fully heard.

It was urged by the petitioners and agreed by the representatives of the Seaboard Air Line Railway that the then existing station building and sheds ought to be moved from the west side of the main track of the said railway to the east side thereof because of the fact that on the west side as at present located the numerous side tracks of the said company, and other conditions, render the station building inaccessible and inconvenient. It

was further urged by petitioners and agreed by the said Seaboard Air Line Railway that the existing station facilities were inadequate and that better facilities ought to be provided. And after hearing all who desired to be heard, and viewing the premises and environments of the said Wildwood station in the presence of the said representative of the said Seaboard Air Line Railway, the Railroad Commissioners took the said matter under advisement.

And now on this day, the said matter coming on for final consideration, the Railroad Commissioners of the State of Florida do find that the station facilities at Wildwood, a station on the line of the Seaboard Air Line Railway in this State, are inadequate and not well located, and they do find that the facilities hereinafter described ought to be provided and that the station and station facilities ought to be located as hereinafter prescribed.

Wherefore, it is ordered and adjudged by the Railroad Commissioners of the State of Florida that the Seaboard Air Line Railway be and it is hereby required to provide better and greater station facilities than have heretofore been provided at Wildwood aforesaid by erecting a combination freight and passenger station on the east side of its tracks at Wildwood aforesaid, the said station to be located at the foot of Wonder Street and approximately half-way between Rutland Street on the south and Oxford Street on the North, the said depot building to contain a freight warehouse of at least 1650 square feet of floor space, a waiting room for white passengers of at least 700 square feet of floor space, a waiting room for colored passengers to contain at least 400 square feet of floor space, each of the said waiting rooms to have connected therewith two water closets, one for each sex, with sewer and water connections, and the said freight warehouse to have adjacent thereto and connected therewith a covered platform of at least 700 square feet of floor space, and the said station building to have in front thereof and extending alongside the railroad track a canopy shed, or other shed of equal convenience and efficiency, which shed shall be not shorter than the shed heretofore maintained at Wildwood and which shall be so connected with and joined to the said station build-

ing as to afford protection from rain to persons passing between the said station building and trains.

And it is further ordered that the requirements of this order shall be fully complied with on or before the 1st day of February, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 2nd day of December, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 423.

FILE NO. 2428.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES AT
MARIANNA.

After due and lawful notice to the Louisville & Nashville Railroad Company and the Marianna & Blountstown Railroad Company, this matter came on for consideration before the Railroad Commissioners of the State of Florida at Marianna, in said State, on the 25th day of November, 1913, at nine o'clock in the morning, all of the Commissioners being present, the Louisville & Nashville Railroad Company appearing by A. C. Blount, Attorney, E. O. Saltmarsh, Superintendent, and J. W. Lurton, Division Freight & Passenger Agent, the Marianna & Blountstown Railroad Company appearing by S. O. Franklin, Superintendent, and certain citizens of Marianna appearing in their own behalf and by Messrs. Calhoun & Campbell, as attorneys for petitioners, all of whom were fully heard.

The Louisville & Nashville Railroad Company then and there submitted plans for increasing and enlarging the facilities for the use of passengers at their existing station at Marianna aforesaid, which provided for an agent's office to measure 22 feet by 26 feet, and on the west thereof a baggage room to measure 20 feet by 25 feet, 4 inches, and on the north of the said agent's office a waiting room

for colored passengers to measure 17 feet by 22 feet, and on the east end of the said station building a general waiting room to measure 18 feet by 31 feet, and a ladies waiting room to measure 14 feet by 20 feet, all of the said waiting rooms to be fully equipped with water closets, and also concrete platforms around the said building and extending alongside the track to a length of 500 feet and a width of 18 feet, and said company by its representatives also announced that it proposed to provide over a portion of said platform a shed 250 feet long. And thereupon the said matter was taken under advisement.

And now on this day the said matter came on for final consideration. In view of the fact, as shown at the said hearing, that the Marianna & Blountstown Railroad Company, by virtue of a contract with the Louisville & Nashville Railroad Company, has the privilege of using the station of the said Louisville & Nashville Railroad Company, and that the same is used for all practical purposes as a union station, the Railroad Commissioners of the State of Florida do find that it is not expedient or advisable, during the continuance of said arrangement, to require a union station at Marianna aforesaid, and it is so ordered.

The said Railroad Commissioners do further find that the plans submitted by the Louisville & Nashville Railroad Company for remodeling and enlarging its station at Marianna aforesaid do not provide for sufficient waiting room space and facilities for white passengers, but that in other respects the improvements proposed by said company as above set out are sufficient and acceptable. And they do further find that it is not expedient that the waiting room for white passengers should be divided into a general waiting room and a ladies' waiting room, but that the waiting room for white passengers ought to be of the dimensions and ought to be provided with the facilities hereinafter prescribed.

Wherefore, it is hereby ordered and adjudged by the Railroad Commissioners of the State of Florida that the Louisville & Nashville Railroad Company be and it is hereby required to provide greater and better facilities for the use of passengers at its station at Marianna aforesaid, either by building anew or by improving and enlarging its existing station building, and to that end

it is ordered that the said Louisville & Nashville Railroad Company shall provide at its station aforesaid and as a part thereof a baggage room to contain at least 500 square feet of floor space and a waiting room for colored passengers to contain at least 370 square feet of floor space, and that the said waiting room shall be provided with two water closets, to occupy additional space, one for each sex, with sanitary water and sewer connections, all of which is in accordance with the plans submitted by the said company as aforesaid. And it is further ordered that the said station building shall have a waiting room for white passengers to contain at least 1260 square feet of floor space, with 320 square feet thereof securely partitioned off so as to allow a retiring room for ladies with a water closet adjacent thereto, and a smoking room for men with a water closet adjacent thereto, the said closets to contain at least 50 square feet of floor space each and to be provided with sanitary sewer and water connections, and the said smoking room and ladies' retiring room to contain at least 100 square feet of floor space each, all of which can be accomplished by extending to the eastward the waiting rooms for white passengers proposed in the plans submitted by the said Louisville & Nashville railroad Company as aforesaid to such extent as to secure a rectangular room measuring 40 feet east and west, which can be partitioned off as above required.

And it is further ordered that a platform of concrete or other material equally serviceable shall be provided to extend from the said depot building to the main track and alongside the said track from a point near Caledonia Street on the east 500 feet to the west thereof, the said platform to be at least 18 feet wide, and that the said platform shall extend to and around the said passenger depot building so as to allow a passage way around the said building for the needs of passengers.

And it is further ordered that a canopy shed, or other shed of equal efficiency, shall be constructed to extend over the said platform from the eastern end thereof at least 250 feet to the west.

And it is further ordered that suitable and adequate driveways and approaches to the said station building shall be provided.

And it is further ordered that provision shall be made

for adequately lighting the said passenger station, and the sheds and approaches adjacent thereto with electric lights or other lights of equal power and efficiency.

And it is further ordered that this order shall be fully complied with on or before the 1st day of April, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 2nd day of December, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 424.
FILE NO. 3557.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES AT
PALMETTO.

After due and lawful notice to the Seaboard Air Line Railway, this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee, on the 14th day of October, 1913, at ten o'clock in the morning, and then and there appeared the Seaboard Air Line Railway by W. J. Oven, Division Counsel, and T. W. Parsons, Superintendent, and J. W. Jackson and J. T. Mason appeared as a committee from the Palmetto Board of Trade; all of whom were fully heard and thereupon the said matter was taken under advisement.

And now on this day, the said matter came on for final consideration. And the Railroad Commissioners of the State of Florida, being advised in the premises, do find that the existing station facilities for the use of passengers at Palmetto aforesaid are inadequate and insufficient, and that a separate building and accessories for the use of passengers ought to be provided and maintained.

Wherefore, it is ordered and adjudged by the Railroad Commissioners of the State of Florida that the Seaboard Air Line Railway be and it is hereby required to provide

a separate station building and greater and better facilities for the use of passengers at Palmetto aforesaid, which said building shall be located south of and adjacent to the tracks of the said railway and east of Main Street; and that the said station building shall have provided therein, in the east end, a baggage room adequate to the needs of the said station and a waiting room for colored passengers, with two water closets, one for each sex, adjacent thereto, the said closets to be provided with sanitary sewer and water connections and the said waiting room to have at least 400 square feet of floor space in addition to the said closets; and the said building to have provided therein, in the west end thereof, a waiting room for white passengers which shall have a rest room for ladies and a smoking room for men, and two water closets, one for the use of men to be connected with the said smoking room and one for the use of ladies to be connected with the said rest room, each of said closets to be provided with sanitary sewer and water connections, the said restroom, smoking room and water closets to be securely partitioned off from the main waiting room and provided with doors connecting the said rest room and the said smoking room with the main waiting room, the said rest room and the said smoking room each to contain at least 100 square feet of floor space, and the main waiting room to contain at least 960 square feet of floor space exclusive of the said rest room, smoking room and closets. And it is further ordered that the said building shall be provided with such office room as the company may deem adequate.

And it is further ordered that a platform or walk of concrete, or other equally durable and serviceable material, shall be provided alongside the track to extend from Main Street east not less than 250 feet and to extend as a walk or pavement around the said station building and to be of sufficient width to meet the needs of the traveling public.

And it is further ordered that a canopy shed, or other shed of equal efficiency, shall be provided over the said platform or walk alongside the track, which shed shall be at least 250 feet long and shall be so connected with and joined to the said depot building as to provide protection from rain for persons passing between the said station building and trains.

And it is further ordered that suitable approaches to the said station building shall be provided, and that provision shall be made for lighting the said station and sheds and approaches with electric lights or other lights of equal power and efficiency.

And it is further ordered that the said Seaboard Air Line Railway shall maintain its freight station separate from the said passenger station and so located as not to interfere with the convenient and effective use of the said passenger station, which may be accomplished by removing the platform at the east end of the existing combination depot in use at Palmetto, and by moving the said existing depot not less than 100 feet to the east and converting the same into a freight depot.

And it is further ordered that floor plans of the said passenger station building shall be submitted to the said Railroad Commissioners within thirty days from this date and that this order shall be fully complied with on or before the 1st day of May, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 4th day of December, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 425.
FILE NO. 3538.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES AT
GREEN COVE SPRINGS.

After due and lawful notice to the Atlantic Coast Line Railroad Company this matter came on for consideration before the Railroad Commissioners of the State of Florida at the Court House in Green Cove Springs, a station on the line of railway of the said Atlantic Coast Line Railroad Company, on the 18th day of November, 1913, at eleven o'clock in the morning, and then and there appeared the Atlantic Coast Line Rail-

road Company by M. Riddle, General Superintendent, and the Board of Trade of Green Cove Springs by its Committee, composed of the following:—W. H. Bashlin, S. F. Flood, G. W. Geiger, G. R. Bisby and J. S. Smith; all of whom were fully heard; and the Commissioners having viewed the premises in the presence of the said railroad company's representative, the said matter was taken under advisement.

And now on this day, the said matter came on for final consideration, and the Railroad Commissioners of the State of Florida being fully advised in the premises, do find that the station facilities provided by the Atlantic Coast Line Railroad company for the use of passengers at Green Cove Springs aforesaid are inadequate, and that greater and better facilities ought to be provided.

Wherefore, it is hereby ordered and adjudged by the Railroad Commissioners of the State of Florida that the Atlantic Coast Line Railroad Company be and it is hereby required to provide upon the site of its existing combination depot at Green Cove Springs aforesaid, that is, on the east side of said company's tracks and adjacent thereto and south of the street which crosses said tracks adjacent to the said existing station, a separate passenger station building, which shall contain on the south end thereof a waiting room for colored passengers to contain not less than 360 square feet of floor space, with water closets, one for each sex, adjacent and convenient thereto, and which shall be provided with sanitary sewer and water connections; and on the north end of said station a waiting room for white passengers to contain not less than 700 square feet of floor space, and in addition thereto a ladies' rest room and a man's smoking room, each to have at least 80 square feet of floor space, a water closet to be connected by door with the said ladies' rest room and a water closet for men to be connected by door with the said smoking room, the said closets to be provided with sanitary sewer and water connections; the said building to be also provided with an adequate baggage room and such office room as the company may deem adequate.

And it is further ordered that a platform or walk of concrete, or other equally durable and serviceable material, shall be provided to extend alongside the track

from the street on the north at least 250 feet to the south, the said platform to be so connected with the said station as to adequately serve the convenience of the traveling public.

And it is further ordered that a canopy shed, or other shed equal in efficiency, be provided over the said platform to extend alongside the track from the street line on the north a distance of at least 250 feet to the south, and to be so connected with and joined to the said passenger station as to provide protection from rain to persons passing between the said station and trains.

And it is further ordered that the said passenger station shall be provided with facilities for lighting, either by electric lights or by other lights of equal power and efficiency.

And it is further ordered that the said railroad company shall maintain its freight station separate from the said passenger station and so located as not to interfere with the convenient and effective use of the said passenger station, which may be accomplished by removing the present combination depot across the tracks to the west side thereof to be used as a freight depot.

And it is further ordered that plans of the said passenger station be submitted to the said Railroad Commissioners within thirty days from this date, and that this order be fully complied with on or before the 5th day of April, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 4th day of December, A. D. 1913.

R. HUDSON BURR, Chairman.

ORDER NO. 426.
FILE NO. 2919.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF STATION AGENCY AT VERO.

After due notice given to the Florida East Coast Railway Company fixing the 15th day of January, 1914, as

the time for a hearing by the Railroad Commissioners to consider and determine whether or not they ought to require the said company to establish and maintain an agency at Vero, a request was filed by Mr. F. Charles Gifford, upon whose motion the said notice was given, for a dismissal of the proceeding. Whereupon the Commissioners informed the said company that if they were given positive advice that the said agency would be established the said proceeding would be dismissed.

And now on this 9th day of January, 1914, the Florida East Coast Railway Company having given positive advice that a station agency would be established at Vero aforesaid, it is ordered that the said proceeding be and it is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 9th day of January, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 427.
FILE NO. 3576.

**BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.**

**IN THE MATTER OF THE ALLEGED VIOLATION
BY THE FLORIDA RAILWAY COMPANY OF
RULE 15 OF THE RULES GOVERNING THE
TRANSPORTATION OF FREIGHT.**

In pursuance of Order No. 413, made and entered by the Railroad Commissioners of the State of Florida on the 27th day of September, 1913, the Florida Railway Company did on the 8th day of October, 1913, file its defenses in writing and also a motion to dismiss this proceeding. And thereafter, on the 5th day of December, 1913, by their Notice No. 23, the said Commissioners did give notice to the Florida Railway Company that this matter would come on for further consideration on this 14th day of January, 1914, at ten o'clock in the morning.

And now on this 14th day of January, 1914, at ten o'clock in the morning, the said matter came on for further and final consideration, and the said Florida Railway Company then and there failed to appear. And thereupon the said Commissioners heard the further testimony of C. F. Taylor, who also prepared and filed a plat of the premises showing the relative positions of the Live Oak, Perry & Gulf Railway, the South Georgia & West Coast Railway and the Florida Railway at Perry, and it appearing from the testimony of said witness and the testimony heard by the said Commissioners in the original hearing of this case that the Florida Railway Company did, on to-wit, the 30th day of July, 1913, decline and refuse to transport, switch or transfer a certain car, to-wit, Car D. L. & W. No. 29240, which car was then and there properly and duly tendered to the said Florida Railway Company by the South Georgia & West Coast Railroad Company upon the order and at the request of the Live Oak, Perry & Gulf Railroad Company, the said car being then and there loaded with stoves and being destined for delivery to the Suwannee Hardware Company at their ware house on the tracks of the said Florida Railway Company at Perry, in the State of Florida, and it further appearing that the said track whereon was located the ware house of the said Suwannee Hardware Company has been customarily used for placing and delivering car load shipments to be unloaded by the Suwannee Hardware Company into their ware house, and also that other cars have been transferred by the said Live Oak, Perry & Gulf Railroad Company to the said South Georgia & West Coast Railroad Company and by it to the said Florida Railway Company, and by the said Florida Railway Company placed at the ware house of the said Suwannee Hardware Company and at other points on their said track for private unloading, and that the said track is not used exclusively as a team track or dray track, and it further appearing from the bill of lading filed in evidence with the said Commissioners that the said car, D. L. & W. No. 29240, had been consigned from Jacksonville Florida, by the Florida Furniture Company, to the Suwannee Hardware Company at Perry aforesaid, and no testimony being introduced to contradict the testimony aforesaid, and no testimony being introduced to sustain the sworn answer of defense

filed by the said Florida Railway Company, and it further appearing that the motion to dismiss filed by the said Florida Railway Company was not verified and presented no sufficient grounds for dismissal;

Now, therefore, it is ordered by the Railroad Commissioners of the State of Florida that the said motion to dismiss be and the same is hereby denied, and it is considered, ordered and adjudged by the said Commissioners that the said Florida Railway Company has been guilty as charged of a violation of Rule 15 of the Rules Governing the Transportation of Freight, heretofore adopted and promulgated by the Railroad Commissioners of the State of Florida and then and now of full force and effect, in that the said Florida Railway Company did, on to-wit, the 30th day of July, 1913, fail and refuse to transport, switch or transfer a certain car, to-wit, Car D. L. & W. No. 29240, when duly and properly tendered to it by the South Georgia & West Coast Railroad Company upon the order and at the request of the Live Oak, Perry & Gulf Railroad Company, to be switched or transferred over the tracks of the said Florida Railway Company to the ware house of the Suwannee Hardware Company, located on the tracks of the said Florida Railway Company at Perry, in the State of Florida, whereby and by reason of the premises the said Florida Railway Company did incur a penalty for such violation, which is hereby fixed and imposed in the sum of Two Hundred Dollars, which it is ordered to pay promptly to the State Treasurer, as required by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 14th day of January, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 428.
FILE NO. 3460.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
PUBLIC SERVICE COMMITTEE OF THE CITY OF

JACKSONVILLE FOR AN ORDER REQUIRING THE ERECTION OF A NEW TERMINAL STATION IN THE CITY OF JACKSONVILLE.

In pursuance of Order No. 405, entered by the Railroad Commissioners of the State of Florida on the 26th day of July, 1913, this matter came on for further consideration on the 1st day of October, 1913, and upon motion of Mr. Morton Riddle, Chairman of the Board of Control of the Jacksonville Terminal Company, and representative of the railroad lines interested, further consideration of the said matter was postponed until the 15th day of November, 1913, and the said matter coming on for further consideration on said 15th day of November, 1913, the further hearing thereof was postponed to the 17th day of November, 1913, at two o'clock in the afternoon, at the Board of Trade Rooms in the City of Jacksonville.

And on the said 17th day of November, 1913, this matter coming on for further consideration, then and there appeared the following, in support of the petition:

A Committee of the City Council of the City of Jacksonville, composed of Frank L. Dancy, President, and Messrs. L. G. Hitchcock, S. L. Chapman and John W. DuBose, composing the Public Service Committee of the City Council;

A Committee of the Jacksonville Real Estate Exchange, composed of Arthur T. Williams, Chairman, Chas. A. Brown, Jr., and O. H. Hodgson;

A Committee of the Jacksonville Board of Trade, composed of Arthur T. Williams, Chairman, J. J. Logan, and George M. Powell;

William Burbridge, a member of the Board of County Commissioners of Duval County, and other members of said Board;

Hon. Van C. Swearingen, Mayor of the City of Jacksonville, in behalf of the people of Jacksonville;

Also numerous other citizens; while

Mr. Morton Riddle, Chairman of the Board of Control of the Jacksonville Terminal Company appeared as representative of the Jacksonville Terminal Company and of the railroad lines interested in the proposed station, and also Mr. J. C. Blanton, Manager of the Jacksonville Terminal Company.

And there also appeared Hon. A. H. King, in his own behalf as a citizen of Jacksonville, who advocated the improvement of the existing union station.

And on the said day Mr. Morton Riddle, Chairman of the Board of Control of the Jacksonville Terminal Company, submitted drawings, plans and blue-prints of the said proposed station, as follows, to-wit:

A floor plan bearing the legend "Jacksonville Terminal Company, floor plan of proposed station, Jacksonville, Florida, November, 1913;"

A station and yard plan bearing the legend "Jacksonville Terminal Company, Office of Chief Engineer, Proposed Station and Yard Improvement, General Lay-out Scheme, B-3, Jacksonville, Florida, Date: September, 1913;"

And a yard and track plan indicating a plan of improvement for the existing union station, bearing the legend "Jacksonville Terminal Company, proposed Station and Yard Improvement, Jacksonville, Florida, November, 1913."

And thereupon, the said Railroad Commissioners having heard all who desired to be heard, the said matter was taken under advisement.

And thereafter, on to-wit, the 15th day of December, 1913, the said Jacksonville Terminal Company, having at the request of the said Railroad Commissioners filed, as information only, an amended floor plan of the said station, showing an enlargement of the waiting rooms on lines indicated by the said Railroad Commissioners, which amended floor plan bears the legend "Jacksonville Terminal Company, Floor Plan of Proposed Station, Jacksonville, Fla., Dec. 15, 1913," and the said Commissioners having considered all of the said plans, blue-prints and drawings, and also the plans, blue-prints and drawings filed with the Railroad Commissioners on to-wit the 17th day of April, 1913, suggesting improvements in the existing union station, and having considered all the evidence submitted;

Now on this day, this matter came on for further and final consideration, and the said Railroad Commissioners being advised in the premises; do order and adjudge that the Jacksonville Terminal Company, the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway, the Florida East Coast Railway Company, the

Georgia Southern & Florida Railway Company and the Southern Railway Company, do proceed to erect on the tract of land described in Order No. 400, entered by the said Railroad Commissioners on the 21st day of June, 1913, a union passenger depot so located as to front on Myrtle Avenue and be adjacent thereto, and otherwise in accordance with the said Order No. 400. And it is hereby ordered and adjudged that the following requirements shall be fully complied with, to-wit:

The said depot shall be provided and equipped with adequate car sheds, tracks, walks and approaches, and the tracks shall be so arranged that no passenger shall be required to cross any track in approaching or departing from a train;

The said station building shall contain a waiting room for white passengers with not less than 11,860 square feet of floor space, with a ticket lobby with not less than 4,160 square feet of additional floor space, and a waiting room for colored passengers with not less than 5, 624 square feet of floor space.

There shall also be provided adjacent to each waiting room, but occupying additional floor space, a smoking room for men and a rest room for women, and one toilet for each sex, each toilet to be so arranged that the entrance shall be approached through a smoking room or rest room, the smoking room for white passengers to contain at least 1120 square feet of floor space, the rest room for white passengers to contain at least 979 square feet of floor space, the men's toilet room for white passengers to contain at least 1078 square feet of floor space, the women's toilet room for white passengers to contain at least 748 square feet of floor space, the smoking room for colored passengers to contain at least 396 square feet of floor space, the rest room for colored passengers to contain at least 396 square feet of floor space, and each of the toilets for colored passengers to contain at least 504 square feet of floor space. There shall be provided between the said waiting rooms and the train tracks a concourse to contain at least 19,800 square feet of floor space, with ample entrances from the said concourse to the ticket lobby and each of the waiting rooms, and there shall be provided for the use of passengers passing between the concourse and train tracks at least half as many train gates as there may be tracks.

And it is further ordered that the floor plan heretofore filed by Mr. Morton Riddle, Chairman of the Board of Control of the Jacksonville Terminal Company, and bearing the legend "Jacksonville Terminal Company. Floor Plan of Proposed Station. Jacksonville, Fla. Dec 15, 1913" be and the same is hereby approved and accepted as a fit floor plan for the construction of the said depot. And it is further ordered that the yard plan filed with the said Railroad Commissioners on the 17th day of November, 1913, and bearing the legend "Jacksonville Terminal Company. Office of Chief Engineer. Proposed Station and Yard Improvement. General Lay-out Scheme. B-3, Jacksonville, Fla., Date September, 1913" be and the same is hereby approved, accepted and designated as a fit and proper plan for the construction of yards and tracks in connection with the said union passenger depot.

And it is further ordered that the architect's plans and such other and further plans as may be required in the premises pertaining to the construction of the said union station, tracks, yards, etc., as specified in the several orders of the said Commissioners pertaining thereto, shall be submitted for examination and approval to the said Railroad Commissioners on or before the 15th day of May, 1914, and that the work of constructing the said station and the said accessories shall be actually begun on or before the 15th day of July, 1914, and shall be thereafter prosecuted with all reasonable despatch and that this order shall be fully complied with on or before the 15th day of July, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 15th day of January, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 429.
FILE NO. 3609.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN RE STATION AGENCY AT JOHNSTOWN.

This matter came on for hearing on the 22nd day of

January, 1914, at eleven o'clock in the morning, pursuant to Notice No. 28, issued on the 9th day of January, 1914, Mr. John P. Coffin appearing for the petitioners and Mr. M. Riddle for the Atlantic Coast Line Railroad Company, and after a full hearing the said matter was taken under advisement.

And now on this day, the said matter coming on for final consideration, the Railroad Commissioners of the State of Florida do find that the business done at Johnstown, as shown by the evidence, is not sufficient to warrant or sustain an order establishing an agency at said point, and it is therefore ordered that this proceeding be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 10th day of February, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 430.
FILE NO. 3636.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION
BY THE ATLANTIC COAST LINE RAILROAD
COMPANY OF RULE 11 OF THE RULES GOVERN
ING THE TRANSPORTATION OF PASSENGERS.

Pursuant to Notice No. 25, issued by the Railroad Commissioners of the State of Florida on the 8th day of January, 1914, this matter came on for hearing before the said Commissioners at their office in the City of Tallahassee on the 22nd day of January, 1914, at ten o'clock in the morning, and then and there appeared C. L. Poston, a complaining witness in the said matter, and the Atlantic Coast Line Railroad Company by M. Riddle, General Superintendent. And after a full hearing the Commissioners took the said matter under advisement.

And now on this day, the said matter coming on for final consideration, and the Commissioners being advised

in the premises, the said Railroad Commissioners do find from the evidence that the said Atlantic Coast Line Railroad Company did, on the 14th day of December, 1913, fail to heat the passenger coaches on its Passenger Train No. 35 operating from Ocala to Lakeland at a time when it was necessary to heat them for the comfort of the passengers.

Wherefore, it is considered, ordered and adjudged that the said Atlantic Coast Line Railroad Company has been guilty as charged of violating Rule 11 of the Rules Governing the Transportation of Passengers, heretofore adopted and promulgated by the Railroad Commissioners of the State of Florida, and that the said Atlantic Coast Line Railroad Company has thereby incurred a penalty for such violation, which is hereby fixed and imposed in the sum of One Hundred (\$100.00) Dollars, and which it is required to pay promptly to the State Treasurer as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 10th day of February, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 431.
FILE NO. 1991-B.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED CHANGES IN
CLASS P RATES

After due and lawful notice to all railroad companies and common carriers doing business wholly or in part within the State of Florida, which notice was dated the 24th day of July, 1913, this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 6th day of August, 1913, at ten o'clock in the morning, and then and there appeared the following shippers, to-wit: The Standard Lumber Company, Alton, Florida;

Park Lumber Company, Dowling Park, Florida; Econfena Lumber Company, Econfena, Florida; Taylor County Lumber Company, Perry, Florida; Rock Creek Lumber Company, Hampton Springs, Florida; represented by H. W. Taylor, General Manager; McGehee Lumber Company, Levon, Florida; Roess Lumber Company, Ocala, Florida; West & Reaves Lumber Mills, Inverness, Florida; represented by W. L. West and H. A. Reaves; Paul & Waymer Lumber Company, Palatka, Florida, by F. E. Waymer, President; J. S. Betts Company, Greenville, Florida, by Geo. T. Betts, Secretary & Treasurer; Union Manufacturing Company, by J. T. Prince; Interstate Lumber Company, Quitman, Georgia, by R. B. Young, General Manager; Rentz Lumber Company, Ft. McCoy, Florida, by T. M. Pierce; H. C. Gray, Raleigh, Florida; Florida Land Company, Montbrook, Florida, A. B. Morrison Company, Morriston, Florida, represented by E. A. Osborne; Warnell Lumber & Crate Company, Plant City, Florida, by C. B. Root; East Coast Lumber Company, by R. H. Paul, Vice-President; Marianna Manufacturing Company, Marianna, Florida, by M. R. Burton, Superintendent; Otter Creek Lumber Company, by S. J. Gunn, Superintendent; Fanlew Lumber Company, by J. L. Phillips, President; Georgia-Florida Saw Mill Association, by F. E. Waymer, President, R. H. Paul, Vice-President, R. B. Young, Vice-President, E. C. Harrell, Secretary, Chas. A. Bland, Traffic Manager; West Bros., Westlake, Florida, by W. L. West; Melton Lumber Company, Palatka, Florida, Southern Pine Lumber Company, Citra, Florida, Alison Bros., Gainesville, Florida, J. H. Alison, Gainesville, Florida, by C. E. Melton; Gainesville Board of Trade, Trustees of the Estate of McEachern & Phillips, Meredith, Florida, by W. B. Taylor; Jacksonville Board of Trade, by M. Corse and Chas. A. Bland, Chairman Traffic Committee; Standard Turpentine Company, Jacksonville, Florida, by F. L. Fogarty, Treasurer; Southeastern Package Club, by Chas. A. Bland, Traffic Manager.

And then and there also appeared the following railroad companies and common carriers, to-wit: Atlantic Coast Line Railroad Company by W. E. Kay, Assistant General Counsel, Jas. Menzies, Freight Traffic Manager, J. F. Mead, Assistant General Freight Agent, and R. A. Brand, Fourth Vice-President; Seaboard Air Line Railway, by C. R. Capps, Vice-President, and B. C. Prince,

Assistant General Freight Agent; Georgia Southern & Florida Railway Company, by J. M. Cutler, General Freight Agent; Georgia, Florida & Alabama Railway Company, by C. J. Acosta, Traffic Manager; Gulf Florida & Alabama Railway Company, by G. C. Willings, General Traffic Manager; Live Oak, Perry & Gulf Railroad Company, by R. P. Hopkins, Traffic Manager; Louisville & Nashville Railroad Company, by J. W. Lurton, Division Freight & Passenger Agent; Apalachicola Northern Railroad Company, by T. M. True, General Freight Agent; Atlanta & St. Andrews Bay Railway Company, by L. J. Rowell, General Freight Agent; Tampa Northern Railroad Company, by C. R. Capps, Vice-President. The Florida East Coast Railway Company, having filed its defense in the form of a sworn answer to the citation dated the 24th day of July, 1913, was not represented by counsel at the said hearing. All parties who so desired were fully heard.

The Commissioners then and there took under consideration the schedule of Class P Rates, which were proposed by the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway as satisfactory to them by way of compromise between the Class P Rates heretofore applied in the State of Florida and the rates prescribed by the Railroad Commissioners' Order No. 72, the enforcement of which was enjoined by the Circuit Court of the United States, and which rates were set out and described in the aforesaid notice dated July 24th, 1913; and after consideration, all of the shippers present and participating in the said meeting agreed to the said proposed rates, and certain of said shippers also announced that they would not ask or make any claim for reparation under said Order No. 72, and the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway agreed to the said proposed rates, other carriers represented presenting their objections thereto, the said rates so proposed and agreed to being the same as the rates hereinafter set out except for distances of 290 miles and over, for which distances the rates hereinafter set out are greater than the rates so proposed and agreed to for such distances at the said meeting. And thereupon the said matter was taken under advisement.

And now on this day the said matter came on for further consideration, and it having been made to appear

that the injunctive orders heretofore entered in three cases pending in the District Court of the United States for the Northern District of Florida, wherein the Railroad Commissioners are defendants and the said Atlantic Coast Line Railroad Company, Seaboard Air Line Railway and Georgia Southern & Florida Railway Company are complainants, have been so modified as to permit the making of further orders by said Commissioners, the Railroad Commissioners of the State of Florida, being advised in the premises, do find that the changed conditions to them shown are sufficient to justify the issuance of new orders and the establishment of new rates, and that the adoption of the rates hereinafter set out will be to the advantage of shippers and the public generally, and it is therefore ordered and adjudged by the Railroad Commissioners of the State of Florida that the schedule of freight rates heretofore prescribed by them for the use of all railroads doing business wholly or in part within the State of Florida be amended by striking out the freight rates now known and designated as "Class P Rates" and by substituting therefor the following Class P Rates:

5 miles and under	.....	4.00
10 miles and over	5.....	5.00
15 miles and over	10.....	6.80
20 miles and over	15.....	6.80
25 miles and over	20.....	7.60
30 miles and over	25.....	7.60
35 miles and over	30.....	8.40
40 miles and over	35.....	8.40
45 miles and over	40.....	9.20
50 miles and over	45.....	9.20
55 miles and over	50.....	10.00
60 miles and over	55.....	10.00
65 miles and over	60.....	10.30
70 miles and over	65.....	10.30
75 miles and over	70.....	11.10
80 miles and over	75.....	11.10
85 miles and over	80.....	11.90
90 miles and over	85.....	11.90
95 miles and over	90.....	12.70
100 miles and over	95.....	12.70
110 miles and over	100.....	13.00
120 miles and over	110.....	13.80
130 miles and over	120.....	14.60

140 miles and over 130.....	14.90
150 miles and over 140.....	15.70
160 miles and over 150.....	16.50
170 miles and over 160.....	17.50
180 miles and over 170.....	17.50
190 miles and over 180.....	18.00
200 miles and over 190.....	18.00
210 miles and over 200.....	18.50
220 miles and over 210.....	18.50
230 miles and over 220.....	19.00
240 miles and over 230.....	19.00
250 miles and over 240.....	19.50
260 miles and over 250.....	19.50
270 miles and over 260.....	20.00
280 miles and over 270.....	20.00
290 miles and over 280.....	20.50
300 miles and over 290.....	20.70
310 miles and over 300.....	21.00
320 miles and over 310.....	21.30
330 miles and over 320.....	21.60
340 miles and over 330.....	21.90
350 miles and over 340.....	22.20
360 miles and over 350.....	22.50
370 miles and over 360.....	22.80
380 miles and over 370.....	23.10
390 miles and over 380.....	23.40
400 miles and over 390.....	23.70

And it is further ordered and adjudged that this order shall take effect on the 25th day of March, 1914, as to all common carriers to be thereby affected, except the Louisville & Nashville Railroad Company, and that as to said Louisville & Nashville Railroad Company this order shall take effect at a time to be hereafter fixed by the said Commissioners by an order not in conflict with the orders and decrees of the District Court of the United States for the Northern District of Florida, wherein is now pending a case in which the said Louisville & Nashville Railroad Company is complainant and Jefferson B. Brown *et al.*, as Railroad Commissioners of the State of Florida are defendants, and in which an injunction heretofore granted now remains in force restraining and enjoining the enforcement of the aforesaid Order No. 72.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City

of Tallahassee, the Capital, this 16th day of February, 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 432.
FILE NO. 3427.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION
BY THE SEABOARD AIR LINE RAILWAY OF
RULE 13 OF THE RULES GOVERNING THE
TRANSPORTATION OF PASSENGERS.

Pursuant to Notice No. 26 issued by the Railroad Commissioners of the State of Florida on the 9th day of January, 1914, this matter came on for consideration before the said Railroad Commissioners at the Court House in the City of Orlando on the 27th day of January, 1914, at 10:30 o'clock in the morning, and then and there appeared Mr. John G. Grossenbacher and Mrs. Isodo Grossenbacher, complaining witnesses, and Messrs. T. W. Parsons, Superintendent, F. P. Fleming, Division Counsel, W. F. Weaver, Agent of the Seaboard Air Line Railway at Plymouth, Florida, and W. F. Wolfe, Engineer, on behalf of the Seaboard Air Line Railway. And after a full hearing, the Commissioners took the said matter under advisement.

And now on this day, the said matter coming on for final consideration, the said Railroad Commissioners, being advised in the premises, do find that the Railroad Commissioners of the State of Florida have heretofore adopted and promulgated Rule 13 of the Rules Governing the Transportation of Passengers, which is now and has been for more than a year last past of full force and effect, and that the said Rule is as follows, to-wit:

**"TRAINS CARRYING PASSENGERS MUST STOP
AT REGULAR STOPS.**

"13. Trains carrying passengers must stop at regular stations where they are scheduled to

stop, and must stop on flag at flag stations where they are scheduled to stop."

And the said Commissioners do further find that the said Seaboard Air Line Railway did not on the 24th day of November, 1913, cause its Train No. 301, the same being a train operated by it on its branch between Wildwood and Orlando, scheduled to leave Wildwood at 3:30 A. M. and to arrive at Orlando at 7:00 A. M., to stop, on being flagged, at Plymouth, a flag station on said line at which said train was scheduled to stop on flag.

It is therefore considered, ordered and adjudged that the said Seaboard Air Line Railway has been guilty as charged of violating Rule 13 of the Rules Governing the Transportation of Passengers and has thereby incurred a penalty, and it appearing to the said Commissioners that the said violation was due to carelessness of employees of the said Seaboard Air Line Railway but was not wilful and does not show gross negligence, the said penalty, in view of the circumstances aforesaid, is hereby fixed and imposed in the sum of Fifty Dollars, which the said Seaboard Air Line Railway is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, the Capital, this 16th day of February, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 433.

FILE NO. 3427.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF TRAIN SERVICE BETWEEN
WILDWOOD AND ORLANDO.

Pursuant to Notice No. 27 issued by the Railroad Commissioners of the State of Florida on the 9th day of January, 1914, this matter came on for consideration before the said Commissioners at the Court House in the

City of Orlando on the 27th day of January, 1914, at ten o'clock in the morning, and then and there appeared the following: F. H. Davis, D. W. Clark and F. S. Wittenby, representing the Apopka Board of Trade; John N. Bradshaw, S. A. Johnson, W. T. Sims and L. C. Massey, representing the Orlando Board of Trade; Mr. J. G. Grossenbacher, a complaining witness in his own behalf; and the Seaboard Air Line Railway by T. W. Parsons, Superintendent, G. Z. Phillips, Assistant General Passenger Agent, and F. P. Fleming, Division Counsel. And after hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day, the said matter coming on for further and final consideration, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that the Seaboard Air Line Railway has heretofore operated and is now operating a train scheduled to leave Wildwood at 3:30 o'clock in the morning, and to arrive at Orlando at 7:00 o'clock in the morning, designated as Train No. 301, and a train scheduled to leave Orlando at 7:00 o'clock in the evening and to arrive at Wildwood at 10:20 o'clock in the evening, designated as Train No. 302; that said trains have been and are now operated as mixed passenger and freight trains carrying passenger coaches and freight cars; that the operation of freight cars on said trains has almost invariably resulted in delays of several hours in the runs between Wildwood and Orlando and causes the rough handling of passenger coaches, all of which results in discomfort, inconvenience and danger to the travelling public.

Wherefore it is ordered and adjudged that the said Seaboard Air Line Railway do discontinue the hauling of freight cars on the said Train No. 301, scheduled to leave Wildwood at 3:30 o'clock in the morning and to arrive at Orlando at 7:00 o'clock in the morning, and on the said Train No. 302, scheduled to leave Orlando at 7:00 o'clock in the evening and to arrive at Wildwood at 10:20 o'clock in the evening, and that both of said trains shall be operated as passenger trains with schedules so arranged as to make connection, as heretofore, with the main line passenger trains of the Seaboard Air Line Railway at Wildwood.

Done and ordered by the Railroad Commissioners of

the State of Florida in session at their office in the City of Tallahassee, the Capital, this 16th day of February, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 434.
FILE NO. 3603.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF AN AGENCY STATION AT
FULFORD.

In accordance with Notice No. 17 dated the 5th day of November, 1913, this matter came on for consideration at the Board of Trade Rooms in the City of Jacksonville on the 17th day of November, 1913, at 10:30 o'clock in the morning. Mr. W. R. Montfort, of Fulford, Florida, appearing for the petitioners, and Messrs. J. P. Beckwith, Vice-President, J. D. Rahner, General Passenger Agent, and Alexander St. Clair-Abrams, Attorney, appearing for the Florida East Coast Railway Company. Thereupon, after a full hearing, the said matter was taken under advisement.

And now on this day, the said matter came on for further and final consideration, and the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that Fulford is a station on the line of the said Florida East Coast Railway Company and that the traffic at the said point is sufficient to justify the maintenance of an agency station at the said point.

Wherefore, it is ordered by the Railroad Commissioners of the State of Florida that an agency station be maintained by the Florida East Coast Railway Company at Fulford aforesaid from and after the 1st day of March, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, the Capital, this 17th day of February, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 435.
FILE NO. 3648.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF ADDITIONAL SLEEPING
CARS OR CHAIR CARS ON TRAINS NO. 38 AND
NO. 39 OF THE SEABOARD AIR LINE RAILWAY.

This matter came on this day for consideration in pursuance of Notice No. 31. It appearing that the said notice was issued after a refusal of the Seaboard Air Line Railway, upon informal handling with the Superintendent by the Commissioners, to operate an additional sleeper or chair car on each of its Trains No. 38 and No. 39, and it now appearing that after the issuance of the said notice the Seaboard Air Line Railway has put on and is now operating a sleeper on each of the said trains between Jacksonville and Tallahassee, which is deemed by the Commissioners as a full and sufficient compliance with their original demands, it is ordered that this proceeding be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, the Capital, this 18th day of February, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 436.
FILE NO. 3443.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES AT
AUCILLA.

After due and lawful notice this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 15th day of January, 1914, and after a full hear-

ing the Commissioners took the said matter under advisement.

And now on this day, the said matter coming on for final consideration, the Railroad Commissioners of the State of Florida do find that a platform in connection with the depot building at Aucilla is necessary for the proper handling of freight, but it appearing that cotton is the chief item of freight handled at the said point and that practically no perishable products are handled, the said Commissioners find that a shed over such platform is not necessary. And it being made to appear that subsequent to the issuance of the notice herein the Seaboard Air Line Railway has constructed at Aucilla aforesaid a freight platform adequate to the needs of the shippers at that point, it is ordered that this proceeding be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, the Capital, this 18th day of February, A. D. 1914.

R. HUDSON BURR, Chairman.

RULES AND REGULATIONS

For the Government of the Transportation of Persons and Property on the Railroads in Florida, as Revised to Date.

RAILROAD COMMISSION,
STATE OF FLORIDA,
TALLAHASSEE, FLA., MARCH 1, 1914.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting herewith being hereby repealed.

R. HUDSON BURR, *Chairman.*
NEWTON A. BLITCH,
ROYAL C. DUNN,
Commissioners.

J. WILL YON, Secretary.

SECTION 1—GENERAL RULES.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the constructions of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, draw-backs or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule

of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of the said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

6. In computing rates for the transportation of property and passengers, the mileage of the shortest available practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any intrastate points than the lowest rate between such points thus computed.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage, or wharfage charges without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the

possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

RAILROADS MUST REPORT WRECKS.

12. This Rule held invalid by the State Supreme Court.

CARRIERS SHALL POST NOTICES OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regu-

lation of their business as the Railroad Commissioners may direct.

SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in $2\frac{1}{2}$ or over may be counted as 5, and sums less than $2\frac{1}{2}$ as 0. For example, for $42\frac{1}{2}$ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger

tickets, or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed

copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

RAILROADS SHALL OPERATE SUFFICIENT NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in each of such coaches a sufficient supply of good drinking water for the passengers, and to keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers, and which may be supplied from dispensing or vending machines or otherwise, and said cups may be furnished free, or, at the option of the carrier, a charge

of not exceeding one cent for each cup may be made by the railroad companies whose duty it is made to supply the same.

(4- To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their discretion shorten the time of application, for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.

13. Trains carrying passengers, must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop.

SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

CONNECTING RAILROADS UNDER SAME MAN- AGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent at all stations along the line of road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without

making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, droughts, storms or other exigencies.

**"NO COMMON CARRIER SHALL REFUSE TO ACT
AS SUCH.**

3. No common carrier shall decline or refuse to act as such to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule. The term common carrier is used in this rule in the sense defined in the statutes of the State of Florida relating to the Railroad Commissioners, and this rule is to be construed as applying to common carriers under the jurisdiction of the Railroad Commissioners."

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided, the aggregate

charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

7. Rescinded.

SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement.

CHARGES FOR HANDLING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.

2 000 pounds and under 3,000, \$3.00 for extra handling.

3,000 pounds and under 4,000, \$5.00 for extra handling.

4,000 pounds and under 5,000, \$7.00 for extra handling.

5,000 pounds and under 6,000, \$8.00 for extra handling.

6,000 pounds and under 7,000, \$10.00 for extra handling.

Over 7,000 pounds, subject to special contract.

CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to

less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for, if in excess of such carload minimum. When, however, articles shipped as above are in classes N. O. or P. the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may, in fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cotton seed, fish scraps, guano, super-phosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine-ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded

exceed the charge for the same property if taken at a less than carload shipment.

ESTIMATED WEIGHTS.

13. All articles will be charged at GROSS WEIGHT, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight such estimated weight will apply. When the actual weight of the articles named below *cannot be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article.	Weight.
Cement, Portland, per barrel.....	400 pounds
Cement, except Portland, per barrel.....	300 pounds
Clay, per cubic yard	3,000 pounds
Coal, per bushel	80 pounds
Coke, per bushel	40 pounds
Gravel, per cubic yard	3,200 pounds
Laths, green, per 1,000.....	700 pounds
Laths, seasoned, per 1,000.....	550 pounds
Lime, Rockland, per barrel	230 pounds
Lime, other than Rockland, per barrel.....	210 pounds
Lime, per bushel	80 pounds
Lumber, ash or black walnut, green, per 1,000 feet	4,500 pounds
Lumber, ash or black walnut, seasoned, per 1,000 feet	4,000 pounds
Lumber, elm, hickory or oak, green, per 1,000 feet	6,000 pounds
Lumber, elm, hickory or oak, seasoned, per 1,000 feet	4,500 pounds
Lumber, white pine or poplar, green, per 1,000 feet	4,000 pounds
Lumber, white pine or poplar, seasoned, per 1,000 feet	3,000 pounds
Lumber—Yellow Pine, rough:	
Boards under 2 in., green, per 1,000 feet..	5,500 pounds
Boards under 2 in., seasoned, per 1,000 feet	4,250 pounds
Framing, 2x4 to 4x8, green, per 1,000 feet..	5,000 pounds
Framing, 2x4 to 4x8, seasoned, per 1,000 feet	4,000 pounds
Timbers, 6x6 and up, green, per 1,000 feet.	4,500 pounds

Lumber, Dressed, per 1,000 feet—Cypress, Gum, Poplar and Yellow Pine, viz:

Bevel Siding, from 1 in. stock, seasoned...	1,100 pounds
Bevel Siding, from 5.4 in. stock, seasoned..	1,500 pounds
Ceiling, 5-16 in. net, $3\frac{1}{4}$ in. face, seasoned..	1,100 pounds
Ceiling, 7-16 in. net, $3\frac{1}{4}$ in. face, seasoned..	1,400 pounds
Ceiling, 9-16 in. net, $3\frac{1}{4}$ in. face, seasoned..	1,600 pounds
Ceiling, 11-16 in. net, $3\frac{1}{4}$ in. face, seasoned..	2,000 pounds
Ceiling or Partition, 5-8 in. net, seasoned..	1,700 pounds
Ceiling or Partition, $\frac{3}{4}$ in. net, seasoned...	2,100 pounds
Drop siding, seasoned	2,250 pounds
Finish, 1x4 in. and up, dressed four sides seasoned	2,850 pounds
Flooring, 13-16 in. and $2\frac{1}{4}$ and $3\frac{1}{4}$ face, sea- soned	2,250 pounds
Flooring, 13-16 in. and $2\frac{1}{2}$, $3\frac{1}{2}$ and $5\frac{1}{4}$ face, seasoned	2,400 pounds
N. O. S., seasoned	3,000 pounds
N. O. S., green	4,000 pounds
Lumber, N. O. S., green per 1,000 feet.....	6,000 pounds
Lumber, N. O. S., seasoned, per 1,000 feet.	4,000 pounds
Sand, per cubic yard	3,000 pounds
Shingles, green, per 1,000	550 pounds
Shingles seasoned, per 1,000	450 pounds
Staves, heading or hoop-poles, green, car loaded to depth of 43 inches, per car....	30,000 pounds
Staves, heading or hoop-poles, seasoned, car loaded to depth of 50 inches, per car.	30,000 pounds
Stone, not dressed, per cubic foot.....	160 pounds
Tan Bark, green, per cord.....	2,600 pounds
Tan Bark, seasoned, per cord	2,000 pounds
Telegraph Poles, Fence Posts or Rails, per cord	3,500 pounds
Turpentine, in barrels, per barrel.....	432 pounds
Wood, green, per cord	3,500 pounds
Wood, seasoned, per cord	3,000 pounds

ARTICLES TOO LONG OR TOO BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; pro-

vided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed, except to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point on any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car or to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this Rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided that this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber consigned to and arriving at the City of Jacksonville, from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHTS OF SHIPPERS TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

LOWEST RATE TO BE CHARGED.

18. Whenever there is any conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.

JOINT RATES.

19. On intrastate shipments of freight, not governed by Rule 1, which shall pass over the whole or portions of two or more roads not under the same control, the maximum rate charged shall be, in the case of shipments so

passing over two such roads, not greater than the sum of the local rates on such freights, less ten per cent. for the distance hauled over each road, and, in the case of shipments so passing over three or more such roads, not greater than the sum of the local rates on such freights, less twenty per cent. for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportion between the railroads over which such freights pass as to give to each railroad interested in the shipment its local rate, less ten per cent., in the case of shipments over two roads, and less twenty per cent. in the case of shipments over three or more roads, for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering line at its nearest junctional point.

Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on, or work delay in the transportation of, such freight, or be a subject of appeal to the Commission by the roads at interest.

SETTLEMENT OF CLAIMS FOR OVERCHARGES.

20. All over-charges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an over charge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the Company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt; and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June

4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file, in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate; but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignee (Sundays and legal holidays excepted between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts, and may be reduced by agreement between railroads, but all such agreements must, under Section 2907, of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

TRANSFERRING CARLOAD SHIPMENTS TO OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non agency station shall re-load said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers of the car into which the shipment has been transferred as well as of the car from which the transfer was made.

Such re-loading must not take place except under circumstances which would legally justify it.

SECTION 4—RULES AND REGULATIONS GOVERNING TRANSPORTATION OF LIVE STOCK.

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.

One horse, mule or horned animal, except
as specified below 2,000 pounds

Two horses, mules or horned animals, ex-
cept as specified below, in the same car
and from the same shipper to the same
consignee 3,500 pounds

Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee	1,000 pounds
Stallions, jacks and bulls, each	3,000 pounds
Each cow and calf together, not crated...	2,500 pounds
Each mare and foal, together	2,500 pounds
Shetland ponies, any age, not crated	1,000 pounds
Yearling cattle, except bulls, not crated, each	1,000 pounds
Colts, under one year old, except stallions, not crated	1,000 pounds
Calves, under one year old, not crated.....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than	100 pounds
Sheep crated, each, actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds
Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	
Goats, same as Sheep.	
Kids, same as Lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than	100 pounds

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each.
Horses and mules, not over	\$ 75.00
Horned cattle, not over	30.00
Stallions, jacks and bulls, not over	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over	100.00
Cow and calf, together, not over	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more, belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

DEMURRAGE RULES.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

RULE 1.

FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

RULE 11.

NOTICE TO CONSIGNEE.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed, if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

RULE 111.

LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification, not including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted there shall be twenty-four (24) hours' additional free time to be added to the seventy-two (72) hours to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE IV.

PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars

are not loaded or unloaded within seventy-two (72) hours not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct on loading of same, the consignee shall not be charged with delay caused thereby; provided further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said car in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours. Any fraction of a day shall be considered a day.

RULE V.

GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE VI.

REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give the consignor legal

notice of such refusal; and if he shall not, within three days thereafter, give directions for the re-shipment or unloading of such goods, he shall thenceforth become liable to such carrier for the demurrage upon the car or cars in which they are stored to the same extent, and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would have otherwise accrued.

RULE VII.

CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; Provided, The railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notification.

RULE VIII.

CARS HELD FOR SHIPPING DIRECTIONS.

Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading

(where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles, which shall be removed within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

RULE IX.

CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

RULE X.

RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

RULE XI.

PER DIEM CHARGE ALLOWED CONSIGNEES.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 A. M. the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed.

RULE XII.

STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE XIII.

DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line it must be collected at all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or ware house, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sunday or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities, not more than one dollar (\$1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same

length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule wherever justice shall demand this course.

RULE XIV.

STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains or after delivery at stations for transportation will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

RULE XV.

STORAGE CHARGES ON BAGGAGE FOR SEABOARD AIR LINE RAILWAY.

For all articles of baggage, consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage remains on hand from eight to thirty days, the charge will be one dollar.

If the second month is entered upon, charges should be made as in first month except that ten cents instead of twenty-five cents should be charged for the first day of the second month.

When baggage arrives between 3 p. m. Saturday and

3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

RULE XVI.

OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit and pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction.

tion such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, That this rule does not alter, abolish, supercede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

RULE XVIII.

DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his application, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE XIX.

SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

SCHEDULE OF PASSENGER RATES.

Operated by the Railroads in Florida.

Railroads Charging 3 Cents per Mile:

Charlotte Harbor & Northern Railway.
Florida Railway.
Georgia, Florida & Alabama Railway.
Georgia Southern and Florida Railway.
Pensacola, Alabama and Tennessee Railroad.
Georgia and Florida Railway.
Live Oak, Perry & Gulf Railroad.
Louisville & Nashville Railroad.

Railroads Charging 4 Cents Straight Fare, with 3-Cent Round Trip Tickets Good for Five Days Exclusive of Day of Sale:

Apalachicola Northern Railroad.
Atlanta and St. Andrews Bay Railway.
Birmingham, Columbus & St. Andrews Railroad.
Clermont Railroad.
Fellsmere Railroad.
Florida, Alabama & Gulf Railroad.
Gulf, Florida & Alabama Railroad.
Lake Hancock & Clermont Railroad.
Madison Southern Railroad.
Marianna and Blountstown Railroad.
Ocala Northern Railway.
Ocala and Southwestern Railroad.
Standard and Hernando Railway.
Tampa and Gulf Coast Railway.
Tavares and Gulf Railway.
Woodville Railroad.

Railroads Charging 4 Cents per Mile:

Florida Central Railroad.
Tampa and Jacksonville Railroad.

The Atlantic Coast Line Railroad Charges 2 3-4 Cents per Mile, Except the Following Branches, Which Charge 3-Cents:

Florida Midland.
Homosassa Branch.
Newberry to Perry Extension.
Oviedo Branch.
Sanford Branch.
Sanford and Tavares.
St. Cloud Sugar Belt.
Sanford and St. Petersburg.
St. Johns and Lake Eustis.
Tampa and Thonotassassa.
Tiger Bay Branch.
Winston and Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates a 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare, with 3-cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

The Seaboard Air Line Railway Charges 2 3-4 Cents per Mile, Except the Following Branches, Which Charge 3 Cents:

Fernandina to Baldwin.
Monticello to Drifton.
Tallahassee to St. Marks.
Starke to Wannee.
Waldo to Cedar Keys.
Wildwood to Lake Charm.
Lake Charm to Winter Park.

Sumterville Junction to Sumterville.
Archer to Eagle Mine.

**SCHUDLE
OF
FREIGHT TARIFFS**

Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Clermont Railroad, Florida Central, Tampa & Jacksonville, Standard & Hernando, Woodville Railroad, Marianna & Blountstown, Ocala Northern, Tampa & Gulf Coast Railroads, Ocala & Southwestern, Birmingham, Columbus & St. Andrews, Fellsmere Railroad, Lake Hancock & Clermont, Florida, Alabama & Gulf Railroad, Gulf, Florida & Alabama Railway Company.

DISTANCES.	CLASS RATE IN CENTS. Per 100 Pounds.																Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.	Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	See Page 156. For Class P Rates.	8	
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00		9	
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00		10	
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00		11	
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00		12	
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00		13	
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00		14	
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00		15	
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00		16	
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	17		
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	18		

120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	19
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	34

**SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA FOR THE FLORIDA RAILWAY, THE LIVE OAK, PERRY & GULF RAIL-
ROAD, THE SOUTH GEORGIA AND WEST COAST RAILWAY, THE MADISON SOUTHERN RAILWAY.**

STATIONS.	PER HUNDRED POUNDS.																Per Barrel.	Per 100 Pounds.	Per Ton.		Per Car Load.		Per 100 Pounds.	Per Crate.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O					P		R	V
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	See Page 156. For Class P Rates	8	..	..		
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00		9	..	..		
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00		10	..	..		
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00		11	..	..		
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00		12	..	..		
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00		13	..	..		
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00		14	..	..		
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00	15	..	..			

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD—LOCAL
MILEAGE TARIFF.

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Barrel.	Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O		*P	R			
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$.75	\$1.00	\$ 8.00	\$10.00		8				
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00		9				
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00		10				
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00		11				
50 miles and over 40 miles.....	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00		12				
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00		13				
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00		14				
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00		15				
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00		16				
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00		17				
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00		18				
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00		19				

*For Class P Rates. See Page 156.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD—LOCAL
MILEAGE TARIFF—Continued.**

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Barrel. Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M			N	O	*P	R	
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00		20			
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00		21			
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00		22			
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00		23			
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00		24			
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00		24½			
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00		25			
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50		25½			
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00		26			
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00		26½			
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00		27			
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00		27½			
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00		28			

260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	28½
270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.34	40.00	34.00	31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	33
360 miles and over 350 miles.....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	36

*For Class P Rates. See Page 156.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.

DISTANCES.				CLASS RATES IN CENTS PER 100 POUNDS.														Per Barrel.		Per Ton, 2000 Lbs.	Per Carload.				Per 100 Lbs.	Per Stand'rd Box		Per Stand'rd Crate.	
				Per 100 Lbs.	Per 100 Lbs.																								
				1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G		V			
																									C.L.	L.C.L.	C.L.	L.C.L.	
10 Miles and under.....				24	21	20	15	14	13	10	9	8	6	14	15	12	7	75	1 00	8 00	10 00	For Class P Rates. See Page 156.	8	8	11	6	9		
20 Miles and over 10 Miles....				28	26	24	19	17	15	12	11	11	8	17	19	15	8	90	1 10	11 00	12 00		9	8	11	6	9		
30 " " " 20 Miles....				32	30	28	23	20	18	13	12	12	9	20	23	18	9	1 05	1 20	14 00	14 00		10	8	11	7	10		
40 " " " 30 Miles....				36	34	32	27	23	19	14	13	13	10	23	27	19	10	1 20	1 30	16 00	15 00		11	9	12	7	10		
50 " " " 40 Miles....				40	38	35	30	25	20	15	14	14	11	25	30	20	10 ⁵	1 30	1 40	18 00	16 00	12	10	13	8	11			
60 " " " 50 Miles....				44	42	38	32	29	23	16	15	15	12	29	32	22	11	1 40	1 50	20 00	17 00	13	11	14	8	11			
70 " " " 60 Miles....				48	46	41	34	30	24	17	17	17	13	30	34	23	11 ⁵	1 50	1 60	22 00	18 00	14	12	15	9	12			
80 " " " 70 Miles....				52	50	43	36	32	25	18	18	18	14	32	36	24	12	1 60	1 70	24 00	19 00	15	13	16	9	12			
90 " " " 80 Miles....				56	53	46	38	33	26	19	19	19	14	33	38	25	12 ⁵	1 70	1 75	26 00	20 00								
100 " " " 90 Miles....				60	55	49	39	34	28	20	20	20	14	34	39	26	13	1 75	1 80	28 00	21 00	16	14	17	10	13			
110 " " " 100 Miles....				62	58	50	41	35	30	21	21	21	15	35	41	29	13 ⁵	1 80	1 90	29 00	22 00	17	15	18	10	13			
120 " " " 110 Miles....				64	60	53	42	36	31	22	22	22	17	36	42	30	14	1 85	1 95	29 00	23 00	18	16	19	11	14			
																						19	17	20	11	14			
130 " " " 120 Miles....				66	61	55	43	37	32	23	23	23	18	37	43	31	14 ⁵	1 90	2 00	31 00	24 00	20	18	21	12	15			
140 " " " 130 Miles....				68	62	57	45	38	33	24	24	24	18	38	45	32	15	1 95	2 05	32 00	25 00	21	19	22	12	15			

For Class P Rates. See Page 156.

150	"	"	"	140 Miles....	70	63	59	47	39	35	25	25	24	18	39	47	33	15 ^p	2 00	2 10	33 00	26 00	22	20	23	13	16
160	"	"	"	150 Miles....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2 05	2 15	34 00	27 00	23	20	23	13	16
170	"	"	"	160 Miles....	74	67	60	50	42	37	27	27	26	20	42	50	35	16 ^p	2 10	2 20	35 00	28 00	24	21	24	14	17
180	"	"	"	170 Miles....	76	68	61	53	43	38	28	27	28	21	43	53	36	16 ^p	2 15	2 21	36 00	29 00	24 ^q	21	24	14	17
190	"	"	"	180 Miles....	77	69	63	54	44	39	29	28	29	21	44	54	37	16 ^q	2 16	2 22	37 00	30 00	25	22	25	15	18
200	"	"	"	190 Miles....	78	70	64	55	45	40	30	29	29	21	45	55	39	16 ^q	2 17	2 23	38 00	30 50	25 ^q	22	25	15	18
210	"	"	"	200 Miles....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2 18	2 24	38 00	31 00	26	23	26	16	19
220	"	"	"	210 Miles....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2 19	2 25	39 00	31 00	26 ^q	23	26	16	19
230	"	"	"	220 Miles....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2 20	2 26	39 00	31 00	27	24	27	17	20
240	"	"	"	230 Miles....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2 21	2 27	39 00	32 00	27 ^p	24	27	17	20
250	"	"	"	240 Miles....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2 22	2 28	40 00	32 00	28	25	28	18	21
260	"	"	"	250 Miles....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2 23	2 29	41 00	32 00	28 ^p	25	28	18	21
270	"	"	"	260 Miles....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2 24	2 30	41 00	33 00	29	26	29	19	22
280	"	"	"	270 Miles....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2 25	2 31	42 00	33 00	29 ^p	26	29	19	22
290	"	"	"	280 Miles....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2 26	2 32	42 00	33 00	30	27	30	20	23
300	"	"	"	290 Miles....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2 27	2 33	43 00	34 00	30	27	30	20	23
310	"	"	"	300 Miles....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2 28	2 34	43 00	34 00	31	28	31	21	24
320	"	"	"	310 Miles....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2 29	2 35	44 00	34 00	31	28	31	21	24
330	"	"	"	320 Miles....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2 30	2 36	44 00	35 00	32	28	31	21	24
340	"	"	"	330 Miles....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2 31	2 37	45 00	35 00	32	29	32	22	25
350	"	"	"	340 Miles....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2 32	2 38	45 00	35 00	33	29	32	22	25
360	"	"	"	350 Miles....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2 33	2 39	46 00	35 00	34	29	32	22	25
370	"	"	"	360 Miles....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2 34	2 40	46 00	35 00	34	30	33	23	26
380	"	"	"	370 Miles....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2 35	2 43	47 00	36 00	35	30	33	23	26
390	"	"	"	380 Miles....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2 36	2 46	47 00	36 00	35	30	33	23	26
400	"	"	"	390 Miles....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2 37	2 50	48 00	36 00	36	31	34	24	27

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910. —Continued.**

DISTANCES.				CLASS RATES IN CENTS PER 100 POUNDS.													Per Barrel. Per 100 Lbs.		2,000 Lbs. Per Ton,		Per Carload.					Per 100 Lbs.	Per Stand'rd Box.		Per Stand'rd Crate.	
				1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G		V				
																									C.L.	L.C.L.	C.L.	L.C.L.		
410	"	"	"	400 Miles....	101	91	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	For Class P Rates. See Page 156.	37	31	34	24	27		
420	"	"	"	410 Miles....	102	92	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	31	34	24	27		
430	"	"	"	420 Miles....	103	93	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	32	35	25	28		
440	"	"	"	430 Miles....	104	94	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28		
450	"	"	"	440 Miles....	105	95	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28		
460	"	"	"	450 Miles....	106	96	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	33	36	26	29		
470	"	"	"	460 Miles....	107	97	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	33	36	26	29		
480	"	"	"	470 Miles....	108	98	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	33	36	26	29		
490	"	"	"	480 Miles....	109	99	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	34	37	27	30		
500	"	"	"	490 Miles....	110	100	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00		40	34	37	27	30		
510	"	"	"	500 Miles....	111	101	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	34	37	27	30			
520	"	"	"	510 Miles....	112	102	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	35	38	28	31			
530	"	"	"	520 Miles....	113	103	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31			
540	"	"	"	530 Miles....	114	104	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31			
550	"	"	"	540 Miles....	115	105	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	36	39	29	32			

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA
& ALABAMA RAILWAY.**

DISTANCES.	PER ONE HUNDRED POUNDS.												Per Barrel.	Per 100 Lbs.		Per Ton 2,000 Lbs.		Per Car Load.				Per 100 Lbs.	Per Standard Crate.	
	1	2	3	4	5	6	A	B	C	D	E	F		H	K	L	M	N	O	P	R		G	V
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	See Page 156. For Class P Rates.	8	10	8		
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00		9	11	8		
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50		11	12	8		
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00		12	12	9		
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20		13	13	9		
60 miles and over 50.....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60		13	13	10		
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00		15	14	11		
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00		16	15	11		
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10		17	16	12		
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10		18	17	12		
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10		18	17	12		

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.**

DISTANCES.	PER HUNDRED POUNDS.															Per Barrel.		Per 100 Pounds.	Per Ton 2,000 Pounds.	Per Car Load.					Per 100 Pounds. Oranges per box 80 lbs. Vegetables per crate 50 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N			O	P	R			
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	\$.75	\$1.20	\$ 9.75	\$12.00	For Class P Rate See Page 156.	8	10	8			
20 miles and over 10 miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00		9	11	8			
30 miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50		11	12	8			
40 miles and over 30 miles	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00		12	12	9			
50 miles and over 40 miles	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20		13	13	9			
60 miles and over 50 miles	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60		14	13	9			
70 miles and over 60 miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00	15	14	10				
80 miles and over 70 miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00	16	14	10				
90 miles and over 80 miles	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10	17	15	10				
100 miles and over 90 miles	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10	18	15	10				
110 miles and over 100 miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	18	15	11				
120 miles and over 110 miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	19	15	11				

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA. BY THE PENSACOLA, ALABAMA AND TENNESSEE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES	Per 100 pounds.																Per Barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	*P			
10 miles and under	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5				
20 miles and over 10 miles	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6				
30 miles and over 20 miles	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6				

*For Class P Rates. See Page 156.

**SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED AND ADOPTED BY THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA, FOR PENSACOLA AND ATLANTIC DIVISION, LOUISVILLE AND
NASHVILLE RAILROAD, TAKING EFFECT APRIL 1, 1903.**

BETWEEN LOCAL STATIONS.		PER HUNDRED POUNDS.																Per Barrel.	Per 100 Lbs.												Per 2,000 Lbs.	Per Car.		Oranges per box 80 lbs.	Vegetables per crate 50 lbs.
																																Live Stock, Except Hogs	Sheep double deck Hogs single.		
		1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M		N	O	P	Coal													
10 miles and under.....		25	22	18	17	16	15	15	15	6	6	15	15	12	15	7	5	3	5	3	\$.60	\$10.00	\$12.00	10	8										
15 miles and over 10 miles.....		30	25	21	20	19	18	18	18	7	7	18	18	14	18	9	7	4	7	4	.80	14.00	17.00	10	8										
20 miles and over 15 miles.....		32	28	25	23	21	20	20	20	7	7	20	20	14	20	10	7	5	7	5	.90	14.00	17.00	11	8										
25 miles and over 20 miles.....		35	30	27	25	23	21	21	21	9	8	21	21	18	21	11	8	5	8	5	1.00	17.00	20.00	11	8										
30 miles and over 25 miles.....		37	32	30	27	24	22	22	22	10	8	22	22	20	22	11	8	6	8	6	1.05	17.00	20.00	12	8										
35 miles and over 30 miles.....		40	35	32	29	26	23	23	23	11	9	23	23	22	23	12	8	6	8	6	1.15	19.00	23.00	12	9										
40 miles and over 35 miles.....		42	37	33	30	27	24	24	24	12	9	24	24	24	24	1	8	6	8	6	1.20	19.00	23.00	12	9										
45 miles and over 40 miles.....		43	40	34	31	28	25	25	25	13	10	25	25	26	25	13	8	7	8	7	1.25	21.00	25.00	12	9										
50 miles and over 45 miles.....		45	41	35	32	29	26	26	26	14	10	26	26	28	26	14	9	7	9	7	1.25	21.00	25.00	13	9										
55 miles and over 50 miles.....		47	42	36	33	30	27	27	27	15	11	27	27	30	27	15	10	7	10	7	1.30	23.00	28.00	13	9										
60 miles and over 55 miles.....		48	43	37	34	31	28	28	28	16	11	28	28	32	28	16	12	8	12	8	1.35	23.00	28.00	13	9										
65 miles and over 60 miles.....		50	44	40	36	33	30	30	30	17	12	30	30	34	30	17	12	8	12	8	1.40	25.00	30.00	13	10										

70 miles and over 65 miles.....	52	45	41	37	33	30	30	30	17	12	30	30	34	30	17	13	8	13	8	1.45	25.00	30.00	14	10
75 miles and over 70 miles.....	55	45	42	38	34	30	30	30	18	13	30	30	36	30	18	13	9	13	9	1.50	27.00	32.00	14	10
80 miles and over 75 miles.....	57	47	43	39	35	31	31	31	18	14	31	31	36	31	18	14	9	14	9	1.50	27.00	32.00	14	10
85 miles and over 80 miles.....	58	50	44	40	36	32	32	32	19	15	32	32	38	32	19	14	9	14	9	1.55	29.00	35.00	14	10
90 miles and over 85 miles.....	60	52	46	41	37	33	33	33	19	15	33	33	38	33	19	15	10	15	10	1.55	29.00	35.00	15	10
95 miles and over 90 miles.....	62	54	48	43	38	34	34	34	19	15	34	34	38	34	19	15	10	15	10	1.60	31.00	35.00	15	10
100 miles and over 95 miles.....	64	56	50	45	40	36	36	36	20	15	36	36	40	36	20	15	10	15	10	1.60	31.00	35.00	15	10
110 miles and over 100 miles.....	66	58	51	46	41	37	37	37	21	16	37	37	42	37	21	16	11	16	11	1.65	32.00	36.00	15	11
120 miles and over 110 miles.....	68	60	52	47	42	38	38	38	22	17	38	38	44	38	22	16	11	16	11	1.65	34.00	38.00	16	11
130 miles and over 120 miles.....	70	62	53	48	43	39	39	39	23	18	39	39	46	39	23	17	12	17	12	1.75	34.00	39.00	16	11
140 miles and over 130 miles.....	72	64	54	49	44	40	40	40	24	19	40	40	48	40	24	17	12	17	12	1.75	35.00	40.00	16	11
150 miles and over 140 miles.....	74	66	55	50	45	41	41	41	25	20	41	41	50	41	25	18	13	18	13	1.80	36.00	40.00	17	12
160 miles and over 150 miles.....	76	68	56	51	46	42	42	42	25	20	42	42	50	42	26	18	13	18	13	1.90	37.00	40.00	17	12

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION
LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.																CARLOADS.				Per Barrel. Per 100 Lbs.	Per 100 Lbs.	Per 2,000 Lbs.	Per Car.		Oranges, box 80 Lbs. Veg'bles, Cr't 50 Lbs.
																	Per 100 Lbs.	Per 2,000 Lbs.	Live Stock, Except Hogs.	Sheep Double Deck, Hogs Single.						
1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal									
10 miles and under.....	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	\$.60	\$ 5.00	\$ 6.00	10 8					
15 miles and over 10 miles.....	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11 8					
20 miles and over 15 miles.....	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12 8					
25 miles and over 20 miles.....	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12 9					
30 miles and over 25 miles.....	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13 9					
35 miles and over 30 miles.....	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13 9					
40 miles and over 35 miles.....	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14 10					
45 miles and over 40 miles.....	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14 10					
50 miles and over 45 miles.....	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15 10					
55 miles and over 50 miles.....	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15 10					

SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Pounds.	Per Ton.	PER CAR LOAD.				Per 100 Pounds.	Per Crate.
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$.80	\$ 8.00	\$ 6.00	For Class P Rates See Page 156.	5	13	10
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00		6	13	10
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00		7	13	10
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00		8	13	10
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00		9	13	10

CLASS P RATES.

Applicable on all Railroads in Florida Except the
Louisville & Nashville R. R. Effective March 25th, 1914.

5 miles and under	4.00
10 miles and over 5	5.00
15 miles and over 10	6.80
20 miles and over 15	6.80
25 miles and over 20	7.60
30 miles and over 25	7.60
35 miles and over 30	8.40
40 miles and over 35	8.40
45 miles and over 40	9.20
50 miles and over 45	9.20
55 miles and over 50	10.00
60 miles and over 55	10.00
65 miles and over 60	10.30
70 miles and over 65	10.30
75 miles and over 70	11.10
80 miles and over 75	11.10
85 miles and over 80	11.90
90 miles and over 85	11.90
95 miles and over 90	12.70
100 miles and over 95	12.70
110 miles and over 100	13.00
120 miles and over 110	13.80
130 miles and over 120	14.60
140 miles and over 130	14.90
150 miles and over 140	15.70
160 miles and over 150	16.50
170 miles and over 160	17.50
180 miles and over 170	17.50
190 miles and over 180	18.00
200 miles and over 190	18.00
210 miles and over 200	18.50
220 miles and over 210	18.50
230 miles and over 220	19.00
240 miles and over 230	19.00
250 miles and over 240	19.50
260 miles and over 250	19.50
270 miles and over 260	20.00
280 miles and over 270	20.00
290 miles and over 280	20.50

300 miles and over 290.....	20.70
310 miles and over 300.....	21.00
320 miles and over 310.....	21.30
330 miles and over 320.....	21.60
340 miles and over 330.....	21.90
350 miles and over 340.....	22.20
360 miles and over 350.....	22.50
370 miles and over 360.....	22.80
380 miles and over 370.....	23.10
390 miles and over 380.....	23.40
400 miles and over 390.....	23.70
410 miles and over 400.....	24.00
420 miles and over 410.....	24.30
430 miles and over 420.....	24.60
440 miles and over 430.....	24.90
450 miles and over 440.....	25.20

The above rates, for distances up to and including 400 miles were put into effect by the Commission's Order No. 431. Rates for distances over 400 miles were submitted by the Seaboard Air Line Railway and were approved by the Commissioners.

RATE ON PHOSPHATE BETWEEN POINTS WITH- IN THE STATE OF FLORIDA.

The rate on Phosphate between points within the State of Florida shall not exceed one cent per ton per mile.

Provided, That where the rate of one cent per ton per mile will raise any rate now in operation (December 17, 1903), that said rate of one cent per ton per mile shall not be effective, but the lower rate as charged by the Railroad Companies is hereby adopted by the Railroad Commissioners as their rate between such points.

Provided Further, That where a shipment of Phosphate shall pass over two or more railroads in reaching its destination within the State of Florida, the initial line may charge one and a half cents per ton per mile for the first ten miles which said Phosphate shall be hauled.

Provided Further, That where Phosphate from points

in Florida passes over two or more roads in reaching its destination within the State of Florida, that the provisions of Rule 19, Governing Joint Rates is hereby modified, so that the initial road shall have the right to deliver the shipment to the delivering road at such junctional point within the State of Florida as it may desire.

Provided, However, that the rate charged for such shipment shall be based upon the shortest mileage between the point of shipment and the place of destination.

SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of 2,000 lbs.
10 miles and under	\$.50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75
70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95

Minimum, 15 tons to a car.

NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

Provided further, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31
130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35

**Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.**

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATES.

Solely Within the State of Florida.

The following rates on Fruit and Vegetables will apply on all shipments between local points on

FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	40	30
10	20	25	25	170	180	40	30
20	30	25	25	180	190	40	30
30	40	30	25	190	200	40	35
40	50	30	25	200	210	45	35
50	60	30	25	210	220	45	35
60	70	35	25	220	230	45	40
70	80	35	25	230	240	45	40
80	90	35	25	240	250	45	40
90	100	35	25	250	275	50	45
100	110	35	25	275	300	55	50
110	120	35	25	300	325	60	50
120	130	35	25	325	350	60	55
130	140	35	25	350	375	60	55
140	150	40	30	...	...	..	..
150	160	40	30	...	...	..	..

Minimum charge on any single shipment, 25 cents.

Note: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 20 per cent. for the distance hauled over each road.

On shipments passing over three or more roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 30 per cent. for the distance hauled over each road.

CLASSIFICATION.

Tariff "A."

FRUIT: Oranges, Lemons, *Limes, Grapefruit, Pineapples, in

standard crates of 80 pounds. Barrels or Barrel Crates double the crate rate.

*Limes, in standard crates of 50 pounds, Tariff "B."

Tariff "B."

FRUIT: Apples, Peaches, Pears, Grapes, Guavas, Persimmons, Sapodillas, Mangoes, Alligator Pears, and like articles, in standard crates of 50 pounds.

VEGETABLES: Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrels or Barrel Crates, double the crate rate.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATE.

Solely Within the State of Florida.

The following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads in the State of Florida, except, the Florida East Coast Railway:

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	35	25
10	20	25	25	170	180	35	25
20	30	25	25	180	190	35	25
30	40	25	25	190	200	35	25
40	50	25	25	200	210	40	30
50	60	30	25	210	220	40	30
60	70	30	25	220	230	40	30
70	80	30	25	230	240	40	30
80	90	30	25	240	250	40	30
90	100	30	25	250	275	45	35
100	110	30	25	275	300	45	35
110	120	30	25	300	325	45	40
120	130	30	25	325	350	50	40
130	140	30	25	350	375	50	40
140	150	35	25	375	400	50	40
150	160	35	25	400	...	50	40

Minimum charge on any single shipment, 25 cents.

Note: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 20 per cent. for the distance hauled over each road.

On shipments passing over three or more roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 30 per cent. for the distance hauled over each road.

CLASSIFICATION.

Tariff "A."

FRUIT: Oranges, Lemons, *Limes, Grapefruit, Pineapples, in standard crates of 80 pounds. Barrels or Barrel Crates double the crate rate.

*Limes, in standard crates of 50 pounds, Tariff "B."

Tariff "B."

FRUIT: Apples, Peaches, Pears, Grapes, Guavas, Persimmons, Sapodillas, Mangoes, Alligator Pears, and like articles, in standard crates of 50 pounds.

VEGETABLES: Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrels or Barrel Crates, double the crate rate.

LOCAL EXPRESS RATES ON COMMODITIES AS REVISED, ADOPTED AND ALLOWED.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL MILEAGE SCALE RATE ON STRAWBERRIES.

Solely Within the State of Florida.

The following rates on strawberries will apply on all shipments

between local points on any one of the railroads in the State of Florida, except

THE FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Crate	Over Miles	Not Over Miles	Per Crate
1	10	25	160	170	55
10	20	25	170	180	55
20	30	25	180	190	55
30	40	30	190	200	55
40	50	30	200	210	55
50	60	30	210	220	55
60	70	30	220	230	55
70	80	35	230	240	60
80	90	35	240	250	60
90	100	35	250	275	60
100	110	40	275	300	60
110	120	40	300	325	60
120	130	40	325	350	65
130	140	50	350	375	65
140	150	50	375	400	70
150	160	55	400	...	70

The above rates are per standard crate of 32 quarts, estimated at 50 pounds. Excess of this weight will be charged for pro rata.

Minimum charge on any single shipment, 25 cents.

Note: The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two roads not under the same management or control the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 20 per cent. for the distance hauled over each road.

On shipments passing over three or more roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 30 per cent. for the distance hauled over each road.

LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES.

DISTANCES.	CLASS	
	Per Crate	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS.—These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

For Florida East Coast Railway see its regular local mileage rates.

CLASSIFICATION.

CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.

In standard crates of 80 pounds.

Barrels or barrel-crates, double the crate rate.

Strawberries in crates of 50 pounds.

CLASS V—FRUIT:

Peaches, Pears and Guavas.

VEGETABLES:

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles.

In standard crates of 50 pounds.

Barrels or barrel-crates, double the crate rate.

Package rates to apply on standard crates estimated to weigh 50 pounds. The rate per package to be applied regardless of the weight, whether under or over, so long as the package capacity does not exceed the standard.

In the shipment of barrels, barrel-crates or barrel-sacks, estimated weight to be double that of the standard crate above referred to. The rate to apply as a package rate regardless of whether the barrel weighs more or less than the estimated weight.

In either case where a package is used of greater dimensions than the standard crate, standard barrel, barrel-crate or sack, the package rate per crate or per barrel, as the case may be, shall be applied as a per hundred pound rate on actual weight.

The standard barrel-crate referred to is understood not to exceed 12x20x36 inches.

The standard barrel referred to is understood not to exceed the capacity of a flour barrel.

The standard barrel-sack referred to is understood not to exceed a capacity of 2 1-2 bushels.

DISTANCE TABLES

DISTANCE TABLES.

ATLANTIC COAST LINE RAILWAY.

Jacksonville to Port Tampa.

Jacksonville	0.	Denver	77.5	Eight Oaks	150.0
Edgewood	3.6	Longs	79.0	Gatlin	151.0
Richardson	5.0	Silver Pond	80.0	Jessamine	152.0
Youkon	9.4	Hammond	81.2	Pine Castle	153.0
Reeds	11.0	Seville	83.4	Smithville	155.6
Orange Park	14.0	Pierson	89.1	Oraceola	160.0
Peoria	19.0	Eldridge	91.5	Connelly	160.2
Doctor's Inlet	20.4	Barberville	93.8	Kissimmee	166.0
Russell	23.9	De Leon Springs	99.0	Campbell	170.0
Williams	26.0	Glenwood	102.2	Loughman	177.1
Magnolia Springs	28.3	Walters	104.0	Davenport	182.2
Green Cove Springs	29.8	DeLand Junction	107.2	Haines City	187.0
Walkill	33.3	Beresford	108.0	Bartow Junction	193.7
West Tocol	40.2	Fatio	110.0	Auburndale	198.0
Bostwick	45.7	Orange City Junction	112.3	Carter's	203.2
Teasdale	48.6	Enterprise Junction	118.1	Lakeland	208.6
Rice Creek	51.0	Monroe	121.0	Winston	212.7
Pecan	51.6	Rands	122.0	Youman's	215.7
Sauble	52.0	Sanford Junction	124.3	Plant City	219.1
Palatka	54.9	Sanford	125.0	Dover	225.3
Lundy	57.3	Elwould	128.0	Seffner	228.7
Peniel	60.0	Crystal Lake	129.0	Mango	230.0
Buffalo Bluff	62.1	Lake Mary	130.8	Orient	235.0

Satsuma	63.9	Longwood	135.4	Thonotosassa Jct.....	237.9
Sisco	67.0	Altamonte Springs	138.3	Ybor City	239.1
Middletons	68.0	Maitland	140.9	Tampa	240.6
Pomona	69.4	Park House	141.0	Tampa Bay Hotel.....	241.4
Como	71.0	Winter Park	143.4	Dewey	244.9
Huntington	71.2	Formosa	145.0	Port Tampa City	247.9
Crescent City Jct.	77.0	Orlando	148.2	Port Tampa	249.6

Jacksonville to Jesup.

Jacksonville	0.0	Ratliff	14.7	Andrews	33.9
Moncrief	3.5	Callahan	19.7	Bologne	37.3
Picket	5.5	Dyal	24.3	Folkston, Ga.	41.5
Dinsmore	9.6	Hilliard	29.9	Jesup, Ga.	96.0

ATLANTIC COAST LINE RAILWAY—Continued.

Jacksonville to St. Petersburg.

Jacksonville	0.0	McIntosh	104.6	Center Hill	173.6
Milldale	10.0	Gaitskill	106.0	Webster	178.2
Moncrief	3.5	Orange Lake	106.1	St. Catherine	183.3
Cambon	9.3	Oaklawn	107.0	x*Croom	189.2
Cash Point	14.1	Reddick	110.5	Rital	176.9
Baldwin	19.2	Lowell	113.4	Trilby	181.0
Mattox	24.0	Martin	116.5	Lenard	184.0
McPherson	26.8	Zuber	117.4	Blanton	187.0
Nursery	29.0	Kendrick	119.6	Chipco	188.0
Bessent	30.8	Ocala Junction	124.2	San Antonio	193.0
Sapp	37.8	Ocala	125.1	Pasco	196.0
Britt	41.0	Fakes	126.0	Devonshire	200.0
Ellerbe	41.7	Orange Avenue	127.0	Ehren	205.0
Raiford	44.8	Montague	130.0	Drexel	207.0
Rylander	47.1	Cornell	131.3	Odessa	215.0
Johnstown	49.0	Welshton	136.0	Keystone Park	219.0
Lake Putler	51.9	Candler	138.6	Taconey	224.0
Dukes	58.0	Ocklawaha	140.0	Tarpon Springs	226.0
Hiers	58.8	Weir Park	141.0	Seaside	229.0
Worthington Springs	61.0	East Lake	144.0	Sutherland	231.0
Santa Fe	63.9	Stanton	146.0	Ozona	232.0
Hainesworth	68.2	Weirsdale	146.6	Dunedin	236.0
Burnett's Lake	70.8	Conant	150.0	Clear Water	239.0
Hague	74.1	Lady Lake	151.3	Bellair	240.0
Paradise	80.4	Fruitland Park	156.0	Largo	243.0
Gainesville	84.5	Leesburg Junction	158.0	Cross Bayou	247.8
Rochelle	93.5	Leesburg	159.0	Lellman	252.0
Micanopy Jct.	99.1	Corley	161.0	St. Petersburg Wharf	258.0

Evinston	101.7	Oklahumpka	164.5	St. Petersburg	257.0
Boardman	104.0	Cason	169.0		

xJax to Croom via Newberry, 172.0. *Stations south of Croom based on mileage via Newberry.

Jacksonville to Perry.

Jacksonville	0.0	Rylander	47.1	Tyler	93.9
Milldale	10.0	Johnstown	49.0	Trenton	98.1
Moncrief	3.5	Lake Butler	51.9	Wilcox	104.5
Cambon	9.3	Dukes	57.8	Old Town	108.5
Cash Point	14.1	Hlers	58.8	Eugene	113.6
Baldwin	19.2	Worthington Springs	61.0	Cross City	116.8
Mattox	24.0	Santa Fe	63.9	Hines	126.9
McPherson	26.8	Hainesworth	68.2	Clara	134.0
Nursery	29.0	Burnett's Lake	70.8	Salem	141.7
Bessent	30.8	West Alachua	72.5	Athens	150.3
Sapp	37.8	Cadillac	77.0	Pinland	154.6
Britt	41.0	Haile	79.0	Perry	161.0
Ellerbee	41.7	Komoka	82.1		
Italford	44.8	Newberry	84.6		

ATLANTIC COAST LINE RAILWAY—Continued.
Lakeland to Fort Myers.

Lakeland	0.0	Torrey	33.7	Fort Ogden	72.6
Pauway	4.2	Wauchula	38.1	Cleveland	82.2
Haskell	7.5	Zolfo	42.1	Punta Gorda	86.0
Bartow	13.0	Moffitt	45.6	Acline	90.2
Homeland	19.2	Buchanan	48.4	Glchrist	99.1
Fort Meade	23.9	Gardner	52.5	Samville ..	106.8
Whidden Creek	26.4	Brownville	56.0	Tice	109.8
Jane Jay	28.4	Arcadia	62.0	Fort Myers	114.0
Bowling Green	31.7	Nocatee	66.0		

Sanford to Trilby.

Sanford	0.0	Fullers	27.0	Sheridan	48.0
Sanford Junction	0.1	Staten	27.0	Hammondsville	49.0
New Upsala	2.8	Crown Point	28.0	Taylorville	51.0
Twin Lakes	3.8	Brannons	29.0	Mascotte	53.0
Sylvan Lake	6.0	Winter Garden	30.0	Tuscanooga	56.0
Pine Crest	7.0	Brayton	31.0	Mabel	59.0
Island Lake	7.0	Ludenville	32.0	Cedar Hammock	59.1
Glen Ethel	11.0	Oakland	33.0	Linden	62.0
Palm Springs	14.0	Killarney	35.0	Tarrytown	63.0
Granada	14.1	Cynthiana	38.0	Tompkins Crossing	64.1
Forest City	16.0	Mohawk	40.0	Riverland	67.0
Toronto	19.0	Minneola	42.0	Lachloochee	71.1
Lakeville	21.0	Clermont	43.0	Trilby	75.0
Clarcona	23.0	Parkers Crossing	46.0		
Millerton	24.1	Varnell	48.0		

Lakeland to Waycross.

Lakeland	0.0	Holder	73.0	Fort White	149.0
Galloway	6.0	Elliston	75.9	Lake City Junction	152.0
Kathleen	7.6	Gulf Junction	79.0	Hildreth	155.0
Stokes	11.2	Dunnellon	80.0	Burlington	156.0
Southern Pines	12.0	Chatmar	83.0	Branford	163.0
Millards	15.0	Juliette	85.0	O'Brien	168.0
Kings Mill	16.0	Romeo	92.0	McAlpin	175.0
Lumberton	20.0	Pedricks Mill	94.0	Pinemount	177.0
Richland	20.8	Morrison	97.0	Padlock	182.0
Ellerslie	23.0	Montbrook	101.0	Live Oak	186.0
Collins	26.0	Williston	105.0	North Live Oak	187.8
Dade City	27.5	Hodgson	106.0	Byrd's Still	189.0
Owensboro	33.0	Gunnells	107.0	Rixford	191.0
Trilby	34.0	Raleigh	109.0	Suwanee	193.0
Rital	38.2	Eve	112.0	Marion	197.0
Netherland Mines	42.0	Archer	117.0	Jasper	202.0
Croom	43.0	Half Moon	122.0	Bakers Hill	206.9
Leta	46.0	Newberry	127.0	Tarver, Ga.	215.0
Istachatta	49.0	Lexington	129.4	Alexanderville, Ga.	218.0
Diamond Mines	53.0	Younglove	131.0	Haylow, Ga.	224.0
Floral City	56.0	Wades	134.0	Withers, Ga.	226.0
Inverness	62.0	Clark	135.0	Dupont Junction, Ga.	235.0
Hernando	68.0	High Springs	140.0	Waycross, Ga.	270.0

High Springs to Burnett's Lake.

High Springs	0.0	Alachua	7.6	Burnett's Lake	9.3
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ATLANTIC COAST LINE RAILWAY—Continued.

Between Dunnellon and Wilcox.

Wilcox Junction	0.0	Otter Creek	22.7	Dunnellon	51.3
Chieftland	9.4	LeBannon	36.4		

Ocala to Homosassa.

Ocala	0.0	Leroy	14.7	Gulf Junction	28.0
Ocala Junction	0.9	Rock Springs	18.7	Citronelle	35.0
Martel	8.9	Juliette	22.0	Crystal	40.5
York	12.4	Dunnellon	26.5	Homosassa	49.9

Sanford to Astor.

Sanford	0.0	Tufts	8.8	Tavares	29.3
Sanford Junction	0.8	Ethel	10.8	Eustis	33.8
New Upsala	2.8	Cassia	12.8	Fort Mason	35.7
Twin Lakes	3.8	Wayland	15.4	Umatilla	39.8
Paola Junction	5.3	Lovejoy's Mill	16.8	Altoona	42.9
Paola	5.8	Sorrento	18.4	Pittman	45.0
Markham	7.8	Mount Dora	23.9	Astor	60.5

Sanford to Lake Charm.

Sanford	0.0	Rutledge	5.0	Oviedo	17.0
Sanford Junction	0.8	Clydes	7.4	Lake Charm	18.4
Fort Reed	3.2	Clifton	12.0		

Leesburg to Fort Mason.

Leesburg	0.0	Lisbon	8.5	Fort Mason	13.8
Orange Bend	7.4	Grand Island	12.0		

Tavares to Lane Park.

Tavares	0.0	Lane Park	3.0	
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Kissimmee to East Apopka.

Kissimmee	0.0	Isleworth	18.0	Clarcona	29.3
Shingle Creek	4.5	Windemere	19.6	Apopka	33.0
McLane's	8.7	Gotha	21.1	East Apopka	34.0
Waco	17.3	Ocoee	24.5		

Kissimmee to Narcoossee.

Kissimmee	0.0	St. Cloud Junction	6.0	Peento	10.0
Hammock Grove	1.0	St. Cloud	7.0	Runnymede	12.8
Hirtzel	2.0	Deeson	7.0	Narcoossee	14.0
Wadleys Crossing	3.0	Sunnyside	9.0		
Carolina	4.5	Ashton	10.0		

Chubb to Bartow.

Chubb	0.0	Eagle Lake	9.0	Bartow	16.7
Florence Villa	3.5	Excelsior Park	13.2		
Winter Haven	5.0	Gordonsville	12.0		

DeLand Junction and DeLand.

De Land Junction.....	0.0	Stetson	2.1	De Land	4.0
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ATLANTIC COAST LINE RAILWAY—Continued.

Winston to Fort Meade.

Winston	0.0	Kingsford	12.0	McDowell	20.0
Wood Spur	3.0	Bruce	13.8	Agricola	21.4
Medulla	6.0	Pierce	13.8	Marquis Mill	24.0
Christina	7.5	Pebbledale	15.4	Tiger Bay	25.3
Bone Valley Junction.....	8.8	Long Branch	17.0	Ft. Meade	28.8
Prairie	9.0	Green Bay	17.2		
Mulberry	10.8	Phosphoria	19.9		

Sanford to Mecca Junction.

Sanford	0.0	Beck Hammock	3.6	Palm Villa	8.0
Brisson	1.6	Moore	4.6	Mecca	8.8
Sipes	2.2	Cameron City	5.6	Mecca Junction	9.3
Beardall	2.6	Crippen	6.3		

Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction	0.0	Hillsboro	7.0	Thonotosassa	11.0
Idlewild Park	5.5	Harney	8.5		

Croom to Brooksville.

Croom	0.0	Brooksville	10.0		
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Proctor to Citra.

Proctor	0.0	Citra	6.1		
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Palatka to Rochelle.

Palatka	0.0	Interlachen	16.6	Hawthorne	30.0
Francis	4.4	Edgar	21.2	Grove Park	34.7
Akomi	10.1	Joanson	22.7	Rochelle.	38.9
Hollister	11.5	McMeekin	25.3		

Micanopy Junction to Tacoma.

Micanopy Junc.....	0.0	Micanopy	3.4	Tacoma	8.4
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Lake City to Lake City Junction.

Lake City	0.0	Drews	10.7	Lake City Junction	18.7
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Monticello to Thomasville.

Monticello	0.0	Metcalf	14.0	Thomasville, Ga.....	24.0
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River Junction to Climax.

River Junction	0.0	Fowltown, Ga.....	21.6		
Faceville, Ga.....	14.9	Climax, Ga.	30.3		

Haines City to Sebring.

Haines City	0.0	Crooked Lake	21.0	Sebring	46.0
Dundee	7.0	Frostproof	20.0		
Lake Wales	15.0	Avon Park	39.0		

Tampa to West Tampa.

Tampa	0.0	West Tampa	3.0		
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Nichols to Mulberry.

Nichols	0.0	Mulberry	5.0		
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SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville	0.0	Ogden	64.8	Pinhook	140.0
Marietta	7.4	Welborn	70.5	Braswell	140.5
Priceville	9.0	Houston	76.0	Lloyd	147.0
White House	10.9	Live Oak	81.3	Steel Creek	149.0
Halsema	13.0	Suwannee	88.0	Capitola	151.4
Millerton	14.0	Falmouth	90.9	Chaires	153.4
Baldwin	18.7	Swann	94.0	Tallahassee	165.0
Mattox	22.7	Ellaville	94.7	Ocklocknee	173.4
Macleenny	27.5	Lee's	102.2	Lawrences	174.0
Glen St. Mary	29.8	West Farm	104.4	Carsons	176.0
Drake	32.5	Madison	109.7	Midway	177.0
Sanderson	36.8	Champaign	114.8	Quincy	188.9
Olustee	46.7	Greenville	123.3	Gretna	194.2
Mt. Carrie	51.1	Linwood	127.0	Mt. Pleasant	197.6
Watertown	56.7	Aucilla	130.7	Jamison	200.5
Lake City	59.3	Drifton	138.1	River Junction	207.7

Jacksonville to Tampa.

Jacksonville	0.0	Island Grove	80.5	Sumterville Junction	136.0
Marietta	7.4	Citra	83.0	Sumterville	138.2
Priceville	9.0	Meadows	85.5	Edenfield	140.0
White House	10.9	Sparr	88.5	Bushnell	142.0
Halsema	13.0	Factory Siding	90.0	St. Catherine	145.9
Millerton	14.0	Vegetable Spur	91.0	Terrell	150.1
Baldwin	18.7	Anthony	91.8	Kalon	154.0
Fiftone	22.4	Spring Park	95.0	Lacoochee	156.3

Maxville	26.2	Oak	95.1	Owensboro	158.0
Mudge	32.0	Silver Springs Junction.....	97.7	Crescent	159.0
Highland	32.6	Silver Springs	99.6	Dade City	164.2
Hahoney	34.0	Ocala	101.5	Pasadena	166.7
Leghee	35.0	York Spur	103.0	Phelps	170.6
Lawtey	37.7	Orange Avenue	105.0	Greer	170.4
Horn	39.0	Millers	107.0	Abbot	173.6
Temple	40.0	Santos	109.1	Bramlett	176.0
Starke	44.4	Pollys Mill	110.0	Knights	184.9
Reynolds	46.0	Thaggard	112.0	Plant City	188.9
Thurston	49.0	Bellevue	113.1	Turkey Creek	193.7
Hampton	50.7	Greenleaf	114.0	Sidney	195.4
Eddys Spur	52.0	Summerfield	117.1	Sand Brick	197.0
Navarre	54.0	South Lake Weir Junction...	117.3	Valrico	198.4
Waldo	56.3	Dallas	119.8	Dickinson	200.0
Maultsby	60.0	Oxford	122.8	Brandon	200.7
Eighty Nine	61.0	Harris Siding	125.0	Limona	201.7
Orange Heights	61.4	McRaneys	127.0	Pitts	204.0
Campv. Brick Track	65.0	Wildwood	127.4	Yeomans	206.0
Campville	65.4	Monarch	130.0	Fultons Spur	208.0
Goodwins	67.0	Hines	131.0	Ybor City	210.1
Rex	68.0	Coleman	131.9	Tampa	211.5
Hawthorne	70.5	Warnell	134.0		
Lochloosa	76.9	Panasoffkee	135.4		

Jacksonville to Savannah.

Jacksonville	0.0	Tisonia	16.4	Evergreen	30.6
F. & J. Junction	3.6	Hedges	21.2	Savannah, Ga.	137.2
Panama	6.1	Yulee	23.5		
Duval	13.3	Becker	27.4		

SEABOARD AIR LINE RAILWAY—Continued.

Fernandina to Baldwin.

Fernandina	0.0	Italla	19.0	Inglehome	38.8
O'Neil	6.0	Callahan	27.2	Prandy Branch	41.0
Lofton	8.5	Crawford	31.6	Baldwin	47.2
Yulee	12.0	Dahoma	34.8		
Wilson	14.0	Verdie	37.0		

Waldo to Cedar Key.

Waldo	0.0	Palmer	24.2	Dutton's Spur	52.0
Millican	3.4	Orchard	26.0	Gulf Hammock	53.0
Fingers Mill	5.0	Archer	28.5	Wylly	59.3
Fairbanks	7.1	Camps Spur	32.0	Rosewood	60.7
Dowds Spur	10.0	Albion	33.5	Dix	61.0
Gainesville	14.0	Meredith	34.7	Sumner	63.2
Millards	16.0	Bronson	37.8	Luckens	68.1
Daysville	17.6	Otelia	40.0	Suskins	69.0
Hammock Ridge	18.7	Lennon	43.8	Cedar Keys	70.9
Arredondo	19.9	Otter Creek	49.6		
Kanapaha	21.0	Ellzey	51.2		

Starke to Warnee.

Starke	0.0	LaCrosse	19.4	Buda	35.1
Pine Island	5.0	Getzens	20.2	Central Junction	37.3
Sampson Junction	6.4	Hainesworth	23.4	Neals	41.2
Wainwrights	7.6	Burnett's Lake	25.0	Willford	46.3
Clayno	10.1	A. C. L. Junction	25.3	Bell	51.2
Atlantic	12.6	Alachua	26.5	Curtis	49.0
Brooker	14.6	Hodges	29.3	Wannee	56.6
Thomasville	16.4	Arno	32.6		

Buda to Norwillis.

Buda	0.0	Vaness Pen	6.0	Williams	9.0
Mutual	2.0	Mersey	7.0	Frankphos	9.0
Thames Junction	5.0	Fleetnor	8.0	Norwillis	9.0

Archer to Early Bird.

Archer	0.0	Gunnells	9.0	Standard	24.0
Eve	4.0	Williston	11.0	Early Bird	26.0
Raleigh	9.0	Montbrook	16.0	Eagle Mine	29.0
Hodgson	9.0	Morrison	20.0		

Wildwood to Orlando.

Wildwood	0.0	Sadie	14.6	Plymouth	37.2
Orange Home	3.1	Eldorado	15.3	Apopka	40.5
Bamboo	5.0	Cunninghams	16.0	Piedmont	43.1
Sprinks	6.6	Tavares	22.3	Toronto	44.5
Whitney	7.5	Ellsworth Junction	25.4	Hamilton	45.0
Mill Spur	8.0	Victoria	29.4	Lockhart	46.6
Montclair	9.0	Wallings	30.6	Fairville	49.9
Leesburg	11.4	Gainesboro	31.6	Modello Park	50.7
Sunnyside	13.9	Zellwood	33.2	Orlando	53.5
Birds	14.0	McDonald	35.5		

Orlando to Lake Charm.

Orlando	0.0	Lakemont	7.0	O. W. & L. Track	14.0
Rowena	2.8	Lake Howell	9.0	Lawtons Pkg. House	15.9
Morse	4.0	Golden Rod	10.3	Ovelo	15.9
College Station	5.1	Bertha	11.0	Lake Charm	17.0
Winter Park	5.5	Gabriella	12.6		

SEABOARD AIR LINE RAILWAY—Continued.
Turkey Creek to Venice.

Turkey Creek	0.0	Lyvers	41.0	Bradentown Junction	44.4
Durant	5.0	Ellenton Junction	41.1	Bradentown	45.4
Lithia	9.0	Ellenton	41.9	Orange Spur	47.0
Boyette	11.1	Harlee	42.0	Oneco	48.7
Burnetts Crossing	16.0	Harrison	42.0	Tallavast	50.0
Balm	16.4	Springstead	42.0	Rardins	52.0
Wimauma	20.2	Palmetto Junction	42.2	Sarasota	55.7
Willow	25.9	Palmetto	43.4	Fruitville	59.5
Dickey	29.0	Atwood Junction	43.0	Bee Ridge	62.7
Parish	32.0	Manavista	44.0	Osprey	67.7
Eric	35.6	Terra Ceia Junction	39.0	Laurel	72.7
Vegetable	36.0	Terra Ceia	44.4	Dundee	73.7
Barber	40.0	Manatee	44.1	Venice	74.7

Plant City to Bartow

Plant City	0.0	Alafia	8.5	Edeson	13.2
Coronet Junction	2.2	Keysville	10.4	Nichols	15.6
Coronet	3.5	Jeysville Junction	10.9	Mulberry	19.2
Trapnell	4.2	Welcome	13.0	Royster Junction	22.9
Hopewell	6.4	Edeson Junction	13.0	Bartow	27.2

*** Edeson Junction to Agricola.**

Edeson Junction	0.0	Bradley Junction	7.2	Agricola	12.1
Stephens Spur	4.6	Macdowell	11.6		

Tampa to Brooksville.

Tampa	0.0	Nowatney	10.4	Loyce	33.8
Ybor City	1.1	Stemper	14.6	Enville Junction	39.2

A. C. L. Crossing	2.1	Denham	18.6	Enville	39.7
Garytown	2.3	A. C. L. Crossing	22.0	Rural	43.7
Hardee	5.4	Drexel	22.1	Wiscon Junction	46.7
Flora	8.3	Fivay Junction	28.5	Brooksville	49.7

Brooksville to Tookes Lake.

Brooksville	0.0	Freeman	9.0		
Wiscon	5.0	Tookes Lake	14.0		

Tallahassee to St. Marks.

Tallahassee	0.0	Woodville	9.5	Wakulla	15.6
Belair	4.0	Ferrell	10.1	Burns	17.0
Luterloh	7.9	Vareen	12.7	St. Marks	21.1

Tallahassee to Waylonzo.

Tallahassee	0.0	Rose	13.0	Walkers Springs	30.0
St. Marks Junction	2.9	Cay	19.0	Covington	32.3
Corey	10.3	Wacissa	21.3	Waylonzo	39.0
Walton	12.9	Leonton	23.6		

Edison Junction to Agricola.

Edison Junction	0.0	Bradley Junction	7.4	Agricola	12.5
Hull Junction	4.1	MacDowell	12.1		

SEABOARD AIR LINE RAILWAY—Continued.
Morrison to Holder.

Morrison	0.0	Eureka Mine	23.0	Syndicate No. 1	29.0
Early Bird	6.0	Anderson Mine	23.0	Section No. 34 Mine	29.0
Blue Run Mine	20.0	Dunnellon	20.0	Section No. 26 Mine	33.0
Ray Mine	20.0	River Mine	21.0	Section No. 35 Mine	33.0
Dunnellon Mine	21.0	Section 20-A Mine	26.0	Inverness	38.0
Cullens Mine	21.0	Section 20-B Mine	26.0	Southern Mine	38.0
Marion Mine	21.0	Section 20-C Mine	26.0	Holder No. 1 Mine	40.0
Griggs Mine	21.0	Syndicate No. 3	28.0	Holder No. 2 Mine	40.0

Drifton to Monticello.

Drifton	0.0	Monticello	4.4		
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GEORGIA SOUTHERN AND FLORIDA RAILWAY.

Palatka to Valdosta.

Palatka	0.0	Theresa	31.8	Suwannee Valley	82.8
A. C. L. Junction	1.0	Hampton	36.4	White Springs	86.3
Woodburn	8.0	Sampson City	42.1	Winn	89.7
Carraway	10.6	New River	46.8	Genoa	93.2
Baywood	13.8	Lake Butler	53.1	Jasper	103.8
Florahome	16.9	Guilford	58.1	Avoca	109.9
Grandin	18.9	Lulu	63.7	Jennings	115.3
Putnam Hall	21.5	Jefferson	67.0	Melrose, Ga.	118.8
Lake Geneva	26.1	Lake City	74.4	Valdosta, Ga.	134.4
Brooklyn	28.2	Winfield	80.0		

Jacksonville to Macon.

Jacksonville	0.0	Kent	22.7	Ewing	56.2
J. & S. W. Crossing	3.6	St. George	27.5	Valdosta, Ga.	110.1

Hoyt	5.1	Clarking	31.8	Tifton, Ga.	156.6
King's Grove	7.5	Moniac	38.6	Macon, Ga.	261.8
Plummer	11.4	Baxter	39.1		
Crawford	17.7	Eddy	45.6		

FLORIDA RAILWAY.

Live Oak	0.0	Suwannee River	16.6	Charlton	39.2
Nebo	6.0	Norwood	19.4	Keene	43.1
Lanier Siding	10.0	Mayo	22.6	Fenholloway	46.1
Kirkland	12.4	San Pedro	26.1	Denmark	49.7
Wilmarth	16.0	Salt Road	28.0	Perry	52.0
Luraville	20.5	Askold	36.7	Blair's Still	55.0

Mayo to Alton.

Mayo	0.0	Alton	3.0		
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TAMPA & JACKSONVILLE RAILWAY.

Sampson City	0.0	Cannon's	24.5	Simonton	39.9
Graham	4.5	Rocky Point	25.7	Hickman	41.5
Cyril	7.0	Wacahoota	29.3	Southside	42.4
Bellamy	11.5	Clyatts	32.6	Dungarvin	43.4
Ellithorpe	16.0	Kirkwood	33.3	Irvine	45.0
A. C. L. Crossing	19.0	Tacoma	34.4	Fort Drane	46.3
Gainesville	20.0	Micanopy	36.7	Fairfield	48.0
S. A. L. Crossing	20.3	Tuscawilla	39.2		

LIVE OAK, PERRY & GULF RAILROAD.

Live Oak	0.0	Chancey	18.0	Florida Ry. Crossing	39.0
S. A. L. Crossing	1.0	Mayo Junction	20.7	Blue Creek Junction	40.0
Starr	6.5	Day	22.0	Perry	44.0
Mercer	8.5	Silo	25.0	Springdale	47.0
Platt	10.0	Townsend	28.0	Hampton Springs	49.0
Lancaster	14.0	Smith	33.0		
Dowling Park	17.0	Fenholloway	38.0		

Mayo Branch.

Mayo Junction	0.0	Peterson	8.3	Alton	14.3
Dell	4.8	Mayo	12.0		

Mayo to Alton.

Mayo	0.0	Alton	2.0		
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LOUISVILLE & NASHVILLE.

Pensacola Division.

Pensacola	0.0	Cottage Hill	16.3	Jacobi	29.0
Goulding	2.4	Quintette	18.7	McDavid	33.2
Brent	3.8	Molino	22.7	Thriffs	35.2
Olive	6.6	Noriagga	23.7	Bluff Springs	38.2
Roberts	11.4	Dolores	24.7	Pringe	40.2
Gonzales	12.4	Barth	25.7	Century	41.5
Cantonment	14.8	Pine Barren	27.0	Flomaton	43.5

P. & A. Division.

Pensacola	0.0	Deer Land	59.5	Piney Grove	113.6
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Red Bluff	3.7	Claroy	61.5	Chipley	116.9
Bohemia	6.5	Ginsburg	63.5	Macon	118.9
Gull Point	7.2	Mossy Head	66.5	Aycock	122.7
Ynlestra	8.2	Gradan	70.5	Cottondale	126.5
Escambia	9.2	Bear Head	72.5	Simla	128.5
Mulat	12.8	Pintado	74.5	Marianna	135.6
Harp	14.1	Tervin	78.5	Lulaton	137.6
Galt City	17.3	DeFuniak Springs	79.4	Lorena	140.6
Bagdad Junction	18.4	Argyle	84.1	Criglar	142.6
Milton	19.9	Ponce de Leon	90.9	Cypress	146.2
Harold	30.0	Valle	93.9	Grand Ridge	149.6
Kenneth	36.0	Gelder	96.9	Inwood	152.6
Holts	38.8	Westville	97.4	Sneads	155.6
Galliver	40.8	Caryville	99.9	Chattahoochee River Ldg.....	159.6
Milligan	46.3	Lone Pine	103.9	River Junction	161.1
Crestview	50.6	Bonifay	108.5		
Hinco	51.6	Hagerman	112.6		

Crestview to Florala.

Crestview	0.0	Pineway	13.5	Cowans	19.9
Auburn	4.6	Falco Junction	14.6	Svea	20.8
Caledonia	8.5	Williamson	15.0	Hoogstrack	21.5
Campton	10.0	Laurel Hill	16.5	Florala, Ala.....	26.4

Alabama Division.

Graceville	0.0	Noma	6.7	Georgiana, Ala	100.1
Eleanor	3.0	High Note	11.6	Montgomery, Ala	159.4

APALACHICOLA NORTHERN RAILROAD.

River Junction to Port St. Joe.

River Junction	0.0	Evans	29.3	Criglar	48.0
Dolan	7.9	Telogia	30.0	Sumatra	55.7
Hardaway	9.0	Causey	31.0	Coline	60.0
Greensboro	12.6	Clio	32.0	Fort Gadsden	63.0
Juniper	14.4	Adrem	33.0	Beverly	67.3
Guest	17.1	Trump	33.9	Franklin	76.0
Sedalia	18.0	Liberty	35.0	Apalachicola	80.0
Eddy	19.0	Deerhunt	38.0	Tilton	86.0
Millman	22.0	Vilas	40.0	Odena	93.0
Lowrey	24.0	Zion	43.0	Nulsen	96.0
Hosford	25.6	Wilma	46.0	Port St. Joe	103.0

ATLANTA & ST. ANDREWS BAY RAILWAY COMPANY.

Panama City	0.0	Fountain	29.0	Welchton	56.0
Millville Junction	2.0	Compass Lake	37.0	Jacobs	58.0
Bayou George	7.0	Round Lake	41.0	Campbellton	62.0
Majette	12.0	Alford	44.0	State Line, Ala.	66.0
Youngstown	21.0	Steele City	46.0	Dothan, Ala.	82.0
Saunders	24.0	Cottondale	51.0		

GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle	0.0	Arran	29.0	Lake Jackson	59.0
Lanark	5.0	Raker Mill	31.0	Gibson	62.0
MacIntyre	13.0	Hilliardville	36.0	Havana	67.0
Curtis Mills	16.0	Spring Hill	40.0	Hinson	68.0
Sopchoppy	19.0	S. A. L. Junction	49.0	Bainbridge, Ga.	90.0

Ashmore	21.0	Tallahassee	50.0	Arlington, Ga.	129.0
Millgrove	26.0	Saxon	54.0	Cuthbert, Ga.	156.0

Quincy Branch..

Havana	0.0	Littman	7.0	Quincy	11.0
Florence	5.0	Cory	9.0		

FLORIDA CENTRAL RAILROAD.

Fanlew	0.0	Micosukee	24.0	Hammond, Ga.	37.0
Cody	7.0	Yarborough	26.0	Myrtlewood, Ga.	41.0
El Destino	10.0	Copeland	28.0	Beverly, Ga.	42.0
Capitola	13.0	Stringer	29.0	Cherokee, Ga.	46.0
Cates	16.0	Elmer	30.0	Thomasville, Ga.	47.0
Wadesboro	17.0	Roddenberry, Ga.	34.0		

SOUTH GEORGIA RAILWAY.

Perry	0.0	Sirmans	17.0	Lovett	38.0
Boyd	6.0	Greenville	26.0	Quitman	49.0
Lake Bird	10.0	Dennett	31.0	Adel	77.0
Shady Grove	12.0	Maysland	35.0		

GEORGIA & FLORIDA RAILWAY.

Madison	0.0	Pinetta	11.0	Valdosta, Ga.	28.6
Hanson	7.8	Olympia, Ga.	15.1		

CHARLOTTE HARBOR AND NORTHERN RAILWAY.

S. Boca Grande.....	0.0	Liverpool	43.4	Ft. Green Springs.....	77.7
Boca Grande.....	2.3	Hull	42.6	Ft. Green	79.9
Gasparilla	5.3	Nocatee	47.0	Baird	84.2
Placida	10.0	Arcadia	51.9	Cottman	86.2
McCall	17.6	Bunker	54.7	Chicora	89.1
Southland	19.9	Stewarts Switch.....	57.5	Bradley Jct.	92.7
Murdock	26.5	Kinsey	60.4	Pierce	95.6
Mars	29.0	Limestone	61.9	Tiger Bay	96.2
Platt	36.9	Bridges	65.1	Bruce	96.8
Boggress	38.8	Rector	65.8	South Mulberry	98.9
Ft. Ogden	39.9	Ona	69.9	Mulberry	99.4

PENSACOLA & PERDIDO RAILROAD.

Pensacola	0.0	Millview Junction	6.29	Millview	7.29
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PENSACOLA, ALABAMA & TENNESSEE RAILROAD.

Millview Junction	0.0	Klondyke	6.3	Muscogee.	15.3
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OCALA NORTHERN RAILWAY.

Ocala	0.0	Daisy	14.0	Kenwood	36.0
Silver Springs	6.0	Ft. McCoy	19.0	Cummings	40.0
Oak Junction	8.0	Bay Lake	27.0	Penile	48.0
Burbank	13.0	Orange Springs	31.0	Palatka	54.0

TAVARES & GULF.

Tavares	0.0	West Apopka	15.0	Oakland	28.5
Ellsworth Junction	3.5	Franklins	19.0	Tildenville	29.5
Sunbeam	7.5	Montverde	20.0	Brayton	30.5
Astatula	8.5	Waits Junction	23.0	Winter Garden.....	31.5
Heatons	10.5	Bear Gap	25.0		
Bear Spring	13.0	Killarney	26.5		

Waits Junction to Clermont.

Waits Junction	0.0	Mohawk	2.5	Clermont	6.0
Crenshaw	1.0	Minneola	4.0		

MARIANNA & BLOUNTSTOWN RAILROAD.

Marianna	0.0	Cox	13.5	Sharpston	35.0
Oak Dale	4.9	Altha	15.8	Gaskins Siding	40.0
Simsville	7.5	Blountstown	26.7	Scotts Ferry	42.0
Rock Creek	9.0	Old Blountstown	29.0		
Sink Creek	11.3	Flowers Still	31.0		

FLORIDA EAST COAST RAILWAY.
Jacksonville to Knight's Key Dock.

Jacksonville	0.0	Volusia	99.0	Tillman	197.4
South Jacksonville	1.3	Tomoka	101.4	Malabar	199.9
Bowden	5.0	Ormond Hotels	105.5	Valkaria	203.0
Nesbit	9.3	Ormond	104.2	Grant	205.5
Greenland	12.8	Holly Hill	107.0	Micco	208.6
Bayard	15.3	Daytona	109.8	Roseland	212.4
Durbin	20.6	Blake	112.5	Sebastian	214.5
Woodland	24.2	Port Orange	114.7	Wabasso	219.3
Sampson	27.3	Spruce Creek	119.3	Quay	221.9
Magnolia Grove	31.4	Turnbull Bay	121.3	Gifford	225.5
Baker Siding	34.8	New Smyrna	124.6	Vero	227.8
St. Augustine	36.7	Fawks Park	127.1	Oslo	231.1
Dean Siding	37.1	Hucomer	131.0	Viking	234.6
Hurds	44.2	Oak Hill	136.4	St. Lucie	238.9
Elkton	47.1	Lyrata	143.2	Ft. Pierce	241.5
Armstrong	49.0	East Mims	150.4	White City	246.4
Holy Branch	51.1	Titusville	154.4	Eldred	247.2
Hastings	53.7	Pritchards	157.7	Ankona	249.0
Orange Mills	57.4	Delespine	162.6	Walton	252.4
East Palatka	61.5	Frontenac	165.4	Eden	254.4
San Mateo Junction	62.8	Sharpes	167.7	Jensen	256.7
Yelvington	66.6	City Point	169.3	Rio	258.8
Roy	68.8	Cocoa	173.1	Gosling	260.5
Dinner Island	76.4	Rockledge	174.7	Stuart	261.2
Neoga	80.3	Bonaventure	179.4	Salerno	266.0
Espanola	82.3	Pineda	182.7	Aberdeen	266.3
Bunnell	86.6	Eau Gallie	189.8	Fruita	268.7
Dupont	90.1	Sarno	190.7		
Harwood	97.6	Melbourne	194.2		

Gomez	272.2	Fulford	354.7	Jewfish	415.4
Hobe Sound	274.7	Arch Creek	357.4	Key Largo	417.1
Likely	277.8	Biscayne	359.0	Rock Harbor	424.3
West Jupiter	282.8	Little River	360.6	Tavernier	430.8
Prairie	290.5	Lemon City	361.8	Plantation	434.5
Riveria	295.3	Buena Vista	363.2	Quarry	438.2
West Palm Beach	299.0	Miami	365.6	Islamorada	439.9
Royal Poinciana	300.0	Cocoanut Grove	370.9	Indian Key	445.3
Breakers	300.1	Larkin	373.7	Midway	447.6
Lake Worth	306.1	Kendal	376.4	Cooks Siding	450.4
Lantana	308.3	Benson	378.6	Crescent	455.0
Hypoluxo	309.4	Keys	379.0	Long Key	457.2
Boynton	312.3	Rockdale	380.2	Toms Harbor	460.1
Delray	316.9	Perrine	381.6	Grassy	463.9
Yamato	321.3	Peters	382.5	Vaca	470.8
Boca Ratone	324.6	Goulds	385.8	Marathon	474.2
Deerfield	327.0	Black Point	386.7	Knights Key Dock	476.8
Pompano	331.1	Princeton	387.8	Bahia Honda	485.2
Colohatchee	338.3	Naranja	389.3	Ramrod Key	495.5
Fort Lauderdale	341.2	Modello	391.5	Sugarloaf	503.0
Dania	345.9	Homestead	393.9	Stock Island	518.2
Hallandale	350.6	Wooddall Siding	401.3	Key West	522.0
Ojus	353.4	Everglade	408.3		

New Smyrna to Orange City Junction.

New Smyrna	0.0	Indian Spring	9.9	Twin Oaks	24.0
Glencoe	3.1	Rogers	15.4	Orange City	25.5
Briggsville	7.2	Lake Helen	20.5	Orange City Junction	27.4

FLORIDA EAST COAST RAILWAY—Continued.

Titusville to Enterprise Junction.

Titusville	0.0	Aurantia	9.3	Garfield	33.6
Lagrange	2.1	Maytown	16.4	Enterprise	36.2
Mims	4.3	Cow Creek	21.2	Enterprise Junction	40.1
Turnbull	8.0	Kalamazoo	26.8		
Turnbull Junction	8.5	Osteen	29.3		

South Jacksonville to Mayport.

South Jacksonville	0.0	San Pablo	13.3	Burnside Beach	21.7
St. Nicholas	1.4	Pablo Beach	16.0	East Mayport	22.6
Springs Glen	2.8	Casliens	17.4	Mayport	24.1
Hogan	4.7	Atlantic Beach	19.0		
Center Park	9.4	Manhattan Beach	21.3		

East Palatka to San Mateo.

East Palatka	0.0	Howard's Ridge	2.5		
San Mateo Junction	1.3	San Mateo	4.0		

East Palatka to Palatka.

East Palatka	0.0	Water Street, Palatka	2.0	Palatka Union Station	2.6
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Maytown to Kenansville.

Maytown	0.0	Bithlo	24.7	Holopaw	53.6
St. Johns River.....	5.8	Pocataw	29.7	Illahaw	62.3
Geneva	11.4	Wewahootee	34.0	Nittaw	67.1
Chuluota	18.3	Salofka	41.4	Kenansville	72.5
Lake Pickett	21.4	Tohopkee	47.5		

TAMPA & GULF COAST RAILWAY.

Lutz	0.0	Keystone Colony	13.0	Elfers	22.0
Lake Fern	8.0	Lake Villa	18.0		
Gulf Pine	10.0	Tarpon Springs	22.0		

LAKE HANCOCK & CLERMONT RAILROAD.

Carters	0.0	Archbold	8.0	Lake Agnes	15.0
Lehman	5.0	Morse	10.0	Nettle	24.0

FELLSMERE RAILROAD.

Sebastian	0.0	Kitching	3.7	Fellsmere	9.9
		River Bridge	5.4		

FLORIDA, ALABAMA & GULF RAILROAD.

Galliver	0.0	Blackman	15.0	Falco, Ala.	26.0
Baker	6.0	Mountain City	20.0		

OCALA & SOUTHWESTERN RAILROAD.

Ocala	0.0	Ray	6.0	
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BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.

Chipley to South Port.

Chipley	0.0	Macom	16.0	Vicksburg	34.5
Washington	5.0	Greenhead	20.5	South Port	38.0
Everett	8.5	River Side	22.0		
Wausau	11.0	Lake Meriel	30.0		

GULF, FLORIDA AND ALABAMA RAILWAY.

Pensacola	0.0	Cantonment	18.0	Earnestville	35.0
West Pensacola	4.0	Muscogee	22.0	McKinnonville	36.0
Roberts	13.0	Barrineau Park	29.0	Buck Eye	42.0
Gonzales	15.0	Tenile	32.0	Pine Forest	43.0

STANDARD & HERNANDO RAILROAD.

Chatmar, A. C. L. Connection	0.0	Florida Power Co. Spur.....	11.0	Station A	8.0
Rockwell	1.0	Inglis	14.0	Station B	11.0
Station A	6.0	S. Dunnellon, S.A.L. Connect'n	0.0	Florida Power Co.'s Spur.....	13.0
Station B	9.0	Rockwell	3.5	Inglis	16.0

STATISTICS

SOUTHERN EXPRESS COMPANY.

STATEMENT OF RECEIPTS AND EXPENSES ON INTRASTATE BUSINESS IN THE STATE OF FLORIDA, FOR THE YEAR ENDED JUNE 30TH, 1913.

Receipts \$729,008.13

EXPENSES:

Transportation paid Railroads..	\$381,708.66	
Loss and Damage	11,574.85	
General Salaries and Expenses..	27,346.22	
General Expenses	7,402.33	
Stationary and Supplies	15,311.97	
Managers and Superintendents Salaries and Expenses	11,399.54	
Route Agents Salaries and Ex- penses	10,655.33	
Messengers Salaries	39,692.11	
Agents Salaries and Office Ex- penses	169,185.45	
Commissions Paid on Intrastate Business	42,526.15	
Property—Depreciation	2,375.72	
Taxes	6,955.00	\$726,133.33
Gain		\$ 2,874.80

STATE OF TENNESSEE COUNTY OF HAMILTON

Personally appeared before me, a Notary Public, in and for said State and County, F. J. Virgin, Auditor of the Southern Express Company, who makes oath that the above statement is true and correct to the best of his knowledge and belief.

(Signed) F. J. VIRGIN, Auditor.

SUBSCRIBED AND SWORN TO BEFORE ME

This 7th day of November, 1913.

(Signed) MARCUS SCHWARTZ, Notary Public.

(SEAL)

LIST OF TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA.

NAME OF COMPANY.	MANAGER.	ADDRESS.
The Apalachicola Elec. Light & Tel. Co.	J. F. C. Griggs.....	Apalachicola, Fla.
Apopka Telephone Co.....	A. J. Walker.....	Apopka, Fla.
Arcadia Elec. Light, Ice & Tel. Co....	Edd Scott.....	Arcadia, Fla.
Barfield Telephone Line.....	Jonah Barfield.....	Blountstown, Fla.
Bonifay Telephone Co.....	C. A. Prim.....	Bonifay, Fla.
Brevard County Telephone Co.....	A. A. Buck.....	Cocoa, Fla.
Carr Brothers Telephone Line.....	A. S. Carr.....	Hattiesburg, Miss.
Crescent Telephone Co.....	W. A. Wilcox.....	White Springs, Fla.
DeFuniak Springs Telephone Co.....	R. W. Storrs.....	DeFuniak Springs, Fla.
East Florida Telephone Co.....	E. E. Voyle.....	Gainesville, Fla.
Escambia Land & Mfg. Co.....	J. E. Pace.....	Pace, Fla.
Fleece Telephone Co.....	J. Orson Fleece.....	Wildwood, Fla.
Gilbert Telephone Line.....	Chas. Williamson.....	Wewahitchka, Fla.
Gulf Telephone & Telegraph Co.....	C. E. Sudmall.....	Milton, Fla.
Gulf Telephone Co.....	H. D. Donaldson.....	Freeport, Fla.
Gulf Telephone Co.....	W. A. Hendry.....	Perry, Fla.
Indian River Telephone Co.....	A. L. Shaw.....	Fort Pierce, Fla.
Kissimmee Telephone Co.....	C. A. Carson.....	Kissimmee, Fla.
Lake County Telephone Co.....	Otto Wettstein, Jr.....	Eustis, Fla.
Lake Butler Telephone Co.....	Edgar T. Knight.....	Lake Butler, Fla.
Lee County Telephone Co.....	G. M. Heitman.....	Fort Myers, Fla.
Leesburg Telephone Co.....	P. M. Buttler.....	Leesburg, Fla.
Live Oak Telephone Co.....	G. A. Lyon.....	Live Oak, Fla.
Mayo Telephone Exchange.....	O. B. Dees.....	Mayo, Fla.
Marianna Telephone Exchange.....	W. H. Milton.....	Marianna, Fla.
Meyrick Telephone Line.....	J. C. Meyrick.....	Punta Gorda, Fla.
Miami Telephone Co.....	C. M. Terrell.....	Miami, Fla.

Mt. Dora Telephone Co.....	M. V. Simpson.....	Mt. Dora, Fla.
New Smyrna Telephone Co.....	J. H. Wheeler.....	New Smyrna, Fla.
Ocala Telephone Co.....	W. S. Bullock.....	Ocala, Fla.
Orlando Telephone Co.....	R. R. Reynolds.....	Orlando, Fla.
Osceola Telephone Co.....	T. M. Murphy.....	Kissimmee, Fla.
Palatka Telephone Co.....	Geo. E. Gay.....	Palatka, Fla.
Peninsular Telephone Co.....	W. G. Brorein.....	Tampa, Fla.
St. Andrews Bay Telephone Co.....	W. F. Look.....	Panama City, Fla.
Sanford Telephone Co.....	Geo. H. Fernald.....	Sanford, Fla.
Southern Bell Tel. & Tel. Co.....	J. Epps Brown.....	Atlanta, Ga.
Southern Tel. & Construction Co.....	W. L. Moor.....	Tallahassee, Fla.
Starke Telephone Exchange.....	J. L. Warren.....	Starke, Fla.
Trenton Telephone Association.....	W. E. Bell.....	Trenton, Fla.
Tropical Telephone Co.....	A. L. Shaw.....	Fort Pierce, Fla.
West Coast Telephone Co.....	H. R. Frazee.....	St. Petersburg, Fla.

TELEGRAPH LINES.

Western Union Telegraph Co.....	L. J. Maxwell District Supt.....	Jacksonville, Fla.
Postal Telegraph-Cable Co.....	G. W. Ribble, Superintendent.....	Atlanta, Ga.

OFFICIAL NAMES AND LOCATION OF GENERAL OFFICES OF RAILROADS OPERATING IN FLORIDA.

OFFICIAL NAME OF COMPANY.	LOCATION OF GENERAL OFFICES.
Apalachicola Northern Railroad Co.....	Port St. Joe.....Fla.
Atlanta and St. Andrews Bay Railway Co.....	Dothan .....Ala.
Atlantic Coast Line Railroad Co.....	Wilmington .....N. C.
Birmingham, Columbus and St. Andrews Railroad Co.....	Chipley .....Fla.
Charlotte Harbor and Northern Railway Co.....	Boca Grande.....Fla.
Clermont Railroad.....	Orange Heights.....Fla.
Fellsmere Railroad Co.....	Fellsmere .....Fla.
Florida Central Railroad Co.....	Thomasville .....Ga.
Florida, Alabama and Gulf Railroad Co.....	Falco .....Ala.
Florida East Coast Railway Co.....	St. Augustine.....Fla.
Florida Railway Co.....	Live Oak.....Fla.
Georgia, Florida and Alabama Railway Co.....	Bainbridge .....Ga.
Georgia and Florida Railway Co.....	Augusta .....Ga.
Georgia Southern and Florida Railway Co.....	Macon .....Ga.
Gulf, Florida & Alabama Railway Co.....	Pensacola.....Fla.
Jacksonville Terminal Co.....	Jacksonville .....Fla.
Lake Hancock and Clermont Railroad Co.....	Carters .....Fla.
Live Oak, Perry and Gulf Railroad Co.....	Live Oak.....Fla.
Louisville and Nashville Railroad Co.....	Louisville .....Ky.
Madison Southern Railroad Co.....	Madison .....Fla.
Marianna and Blountstown Railroad Co.....	Marianna .....Fla.
Ocala Northern Railroad Co.....	Ocala .....Fla.
Ocala and Southwestern Railroad Co.....	Ocala .....Fla.
Pensacola, Alabama and Tennessee Railroad Co.....	Pensacola .....Fla.
Pensacola and Perdido Railroad Co.....	Pensacola .....Fla.
Seaboard Air Line Railway.....	Portsmouth .....Va.
South Georgia Railway Co.....	Quitman .....Ga.

St. Johns River Terminal Co.....	Macon	Ga.
Standard and Hernando Railroad Co.....	Rockwell	Fla.
Tampa and Gulf Coast Railway Co.....	Tampa	Fla.
Tampa and Jacksonville Railway Co.....	Gainesville	Fla.
Tavares and Gulf Railroad Co.....	Tavares	Fla.

MILEAGE OF RAILROADS IN FLORIDA JUNE 30, 1913.

NAME OF COMPANY.	LINE OWNED.				Line of Proprietary Companies.	Line Oper- ated Under Lease.	Line Oper- ated Under Contract, etc.	Line Oper'd Under Track- age Rights.	Total Mileage Operated, All Tracks.	New Line Constructed During Year.
	Miles of Main Line.	Miles of Second Track.	Miles Yard Track and Sidings.	Miles of Branches and Spurs.						
Apalachicola Northern	102.20		7.30						109.50	
Atlanta and St. Andrews Bay	62.00		2.00						64.00	
Atlantic Coast Line	878.24	36.58	297.80	648.62				34.37	1,895.61	8.61
Birmingham, Columbus & St. Andrews	19.25							18.75	38.00	
Charlotte Harbor and Northern	96.44		13.06	13.51				1.25	124.26	2.43
Fellsmere Railroad	9.83		.41						10.24	.37
Florida Central	33.83		1.30						35.13	
Florida, Alabama and Gulf	20.00		.34						20.34	
Florida East Coast	522.00		115.02	114.63		5.00		.79	757.44	5.17
Florida Railway	52.00		2.00	7.00					61.00	
Georgia, Florida and Alabama	73.07		8.28	11.23					92.58	
Georgia and Florida	13.60		1.11						14.71	
Georgia Southern and Florida	152.36		22.20					3.39	177.95	
Gulf, Florida and Alabama	45.13		4.98	.74					50.85	
Jacksonville Terminal Co.	4.83		26.33						31.16	
Live Oak, Perry and Gulf	62.85		3.18	18.90					84.93	
Louisville and Nashville	216.75	2.32	56.25	28.70				1.04	305.06	
Madison Southern	6.70		.30						7.00	
Marianna and Blountstown	40.56		1.24						41.80	
Ocala Northern	45.50		.50			2.00		5.78	53.78	
Ocala and Southwestern	6.00						6.00	11.00	23.00	

Pensacola, Alabama and Tennessee....	15.30	.....	.75	.....	.....	.....	.....	.....	16.05	.....
Pensacola and Perdido.....	8.00	.....	2.05	.....	.....	.....	.....	.....	10.05	.....
Seaboard Air Line.....	947.82	.....	217.38	30.13	.....	.....	1.46	.....	1,196.79	11.86
South Georgia	12.41	.....	1.50	.....	.....	26.00	.....	5.00	44.91	.....
St. Johns River Terminal Co.....	7.06	.....	23.54	.....	.....	.....	.....	.....	31.20	.....
Sanford and Everglades.....	10.00	.....	.70	.....	.....	.....	.....	1.25	11.95	.....
Standard and Hernando.....	26.80	.....	9.86	7.29	.....	.....	.....	.....	43.95	.....
Tampa and Gulf Coast.....	30.00	.....	1.00	.....	.....	.....	.....	.....	31.00	.....
Tampa and Jacksonville.....	56.00	.....	2.00	.....	.....	.....	.....	.....	58.00	.....
Tampa Northern	46.44	.....	11.14	12.30	.....	.....	.....	1.38	71.26	.....
Tavares and Gulf.....	31.64	.....	1.41	.....	.....	.....	.....	3.35	36.40	.....
Total	3,655.21	38.90	835.53	893.05	.....	33.00	7.46	87.35	5,550.50	28.44

OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1913.—STATE OF FLORIDA.

NAME OF COMPANY	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue
Apalachicola Northern	\$ 160,484.21	\$ 72,658.99	\$ 418.22	\$.....	\$ 5,425.79
Atlanta & St. Andrews Bay.....	85,142.40	74,660.19	66.10	.....	4,562.28
Atlantic Coast Line.....	5,570,153.19	2,557,565.69	30,615.22	.....	158,846.92
Birmingham, Columbus & St. Andrews Bay..	31,099.77	24,290.00	121.23	.....	867.87
Charlotte Harbor & Northern.....	279,812.23	52,783.84	238.96	.....	4,218.45
Fellsmere Railroad	9,103.99	4,628.55	1.60	.....	439.61
Florida Central	31,335.44	5,416.04	41.81	.....	1,471.11
*Florida, Alabama & Gulf.....	48,992.14	8,268.73	27.54	.....	1,194.71
Florida East Coast.....	2,452,213.70	1,914,798.48	16,832.61	.....	150,206.68
Florida Railway	21,929.34	23,458.45	132.00	.....	1,998.03
Georgia, Florida & Alabama.....	95,812.61	78,492.66	845.91	.....	7,017.60
*Georgia & Florida.....	542,634.18	241,647.71	1,523.34	248.60	15,390.77
Georgia Southern & Florida.....	267,792.74	152,909.46	1,329.01	.....	17,538.56
Gulf, Florida & Alabama.....	20,630.16	10,950.64	44.17	.....	.....
Jacksonville Terminal Co.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	88,490.41	13,612.06	110.20	.....	1,541.21
Louisville & Nashville.....	1,242,772.42	557,523.42	8,080.68	2,239.90	25,913.88
Madison Southern	4,333.85	198.60	.....	.....	.....
Ocala Northern	50,598.46	23,531.14	.....	.....	1,255.00
Ocala & Southwestern.....	29,606.98	.....	.....	.....	.....
Pensacola, Alabama & Tennessee.....	14,209.12	370.45	.....	.....	.....
Pensacola & Perdido.....	24,010.04	2,094.75	.....	.....	374.83
Seaboard Air Line.....	3,547,267.87	1,648,436.55	16,965.07	3,592.65	83,649.24
South Georgia	39,818.39	26,984.25	115.35	.....	2,053.21
St. Johns River Terminal Co.....	.....	.....	.....	.....	.....
Standard & Hernando.....	94,377.76	2,133.45	.....	.....	483.29
Tampa & Gulf Coast.....	26,336.49	10,774.15	74.13	.....	930.24
Tampa & Jacksonville.....	76,105.72	6,712.87	13.90	.....	882.72
Tampa Northern	140,550.76	37,161.49	130.62	.....	2,399.27
Tavares & Gulf.....	25,039.84	1,639.05	.....	.....	1,166.29

*Entire Line.

OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1913.—(Continued.)

NAME OF COMPANY	Express Revenue	Oth-r Passenger Train Revenue	Switching, Spc'l Train Service and Miscella- neous Revenue	Revenue from Operations Other than Transportation	Total Operating Revenue
Apalachicola Northern	\$ 7,777.57		\$ 86.50	\$ 14,888.22	\$ 261,739.50
Atlanta & St. Andrews Bay.....	2,939.22		1,438.50	9,002.81	177,811.50
Atlantic Coast Line.....	300,992.71	2,040.91	68,534.61	109,178.97	8,798,528.22
Birmingham, Columbus & St. Andrews Bay..			10.00	335.57	56,725.01
Charlotte Harbor & Northern.....	4,553.80		2,596.10	47,549.16	391,752.54
Fellsmere Railroad				131.56	14,305.31
Florida Central	174.43			979.01	39,417.84
*Florida, Alabama & Gulf.....				806.85	59,289.97
Florida East Coast.....	328,077.81	3,380.19	73,643.59	97,903.41	5,037,056.47
Florida Railway	1,704.62		48.99	614.50	49,945.93
Georgia, Florida & Alabama.....	6,510.49	53.18	1,348.00	2,382.32	192,462.77
*Georgia & Florida.....	7,376.04		4,850.72	19,017.84	832,689.20
Georgia Southern & Florida.....	21,960.85	299.65	2,423.23	50,762.89	515,016.39
Gulf, Florida & Alabama.....		31.03	37.27	4,829.25	36,522.52
Jacksonville Terminal Co.....				21,767.06	
Live Oak, Perry & Gulf.....	741.50	79.70	14.00	10,030.62	114,619.61
Louisville & Nashville.....	51,604.96	219.04	37,867.81	44,814.53	1,971,097.24
Madison Southern			7,389.00		11,921.45
Ocala Northern	304.73	34.00			75,783.33
Ocala & Southwestern.....			120.00	62.97	29,789.95
Pensacola, Alabama & Tennessee.....					14,579.57
Pensacola & Perdido				3,344.38	29,284.00
Seaboard Air Line.....	174,174.46	484.80	78,875.80	408,756.41	5,962,202.85
South Georgia	005.46		850.00	9,474.87	79,901.53
St. Johns River Terminal Co.....					
Standard & Hernando.....				14,184.00	111,178.50
Tampa & Gulf Coast.....	305.59		64.78	29.62	38,575.00
Tampa & Jacksonville.....	6,034.36		1,052.00	376.83	91,178.40
Tampa Northern	1,358.92		3,830.37	5,476.58	190,908.01
Tavares & Gulf.....	743.92				28,589.10

*Entire Line.

OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1913. STATE OF FLORIDA.

NAME OF ROAD.	Maintenance of Way and Structure.	Maintenance of Equipment	Traffic Expenses	Transportation Expenses
Apalachicola Northern	\$ 46,139.92	\$ 31,643.38	\$ 2,905.67	\$ 74,090.24
Atlanta & St. Andrews Bay.....	34,121.58	28,009.34	2,437.06	38,209.46
Atlantic Coast Line.....	1,127,459.64	1,351,051.89	150,506.47	3,111,701.00
Birmingham, Columbus & St. Andrews.....	24,047.86	7,328.92	94.37	13,286.71
Charlotte Harbor & Northern.....	142,436.20	85,400.79	12,537.14	151,264.30
Fellsmere Railroad	10,566.35	3,817.07	467.60	14,238.26
Florida Central	17,658.89	3,320.37	1,756.97	10,579.27
Florida, Alabama & Gulf.....	11,946.24	5,996.18	51.09	13,025.65
Florida East Coast.....	770,841.59	706,790.66	92,189.30	1,837,845.76
Florida Railway	14,639.05	10,767.96	1,173.97	20,210.34
Georgia, Florida & Alabama.....	54,458.15	33,208.21	6,295.69	71,114.10
*Georgia & Florida.....	153,078.49	123,578.03	35,176.31	349,586.87
Georgia Southern & Florida.....	98,689.23	106,130.26	22,259.76	243,813.56
Gulf, Florida & Alabama.....	2,076.00	1,661.73	1,155.57	10,254.63
Jacksonville Terminal Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	30,418.42	26,152.11	3,315.92	28,083.16
Louisville & Nashville.....	460,071.58	276,787.55	43,644.65	642,219.91
Madison Southern	1,390.80	3,804.57	674.80	6,776.62
Ocala Northern	15,772.84	4,311.03	1,725.61	30,788.28
Ocala & Southwestern.....	6,813.80	489.64	1,200.00	5,251.98
Pensacola, Alabama & Tennessee.....	2,913.66	1,752.13	.....	6,192.50
Pensacola & Perdido.....	2,924.33	1,786.46	.....	6,462.58
Seaboard Air Line.....	854,598.24	740,521.43	243,512.68	2,206,523.41
South Georgia	16,254.16	13,206.20	1,834.91	32,212.55
St. Johns River Terminal Co.....	.....	.....	.....	.....
Standard & Hernando.....	21,301.62	25,756.75	62.73	30,847.72
Tampa & Gulf Coast.....	7,406.31	3,085.41	1,046.32	9,921.47
Tampa & Jacksonville.....	14,593.20	7,584.85	1,683.17	31,824.87
Tampa Northern	32,170.32	26,924.28	359.22	53,525.32
Tavares & Gulf.....	14,905.35	1,822.55	900.00	9,841.88

*Entire Line.

OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1913. STATE OF FLORIDA.—(Continued.)

NAME OF ROAD	General Expenses	Total Operating Expenses	Ratio of Operating Expense to Operating Revenue per cent.
Apalachicola Northern	\$ 18,010.58	\$ 172,789.79	66.01
Atlanta & St. Andrews Bay.....	11,499.85	114,277.29	65.63
Atlantic Coast Line.....	229,608.05	5,970,327.05	67.86
Birmingham, Columbus & St. Andrews.....	5,469.99	50,227.85	88.50
Charlotte Harbor & Northern.....	23,768.33	415,406.76	106.04
Fellsmere Railroad	25.90	29,115.18	103.00
Florida Central	3,722.76	37,038.26	93.96
Florida, Alabama & Gulf.....	6,735.90	37,755.06	63.70
Florida East Coast.....	147,436.31	3,554,603.62	70.57
Florida Railway	6,457.36	53,248.68	106.61
Georgia, Florida & Alabama.....	17,471.66	182,547.81	94.84
*Georgia & Florida.....	72,233.40	733,653.10	88.10
Georgia Southern & Florida.....	27,056.88	497,949.69	96.67
Gulf, Florida & Alabama.....	1,957.39	17,105.32	46.86
Jacksonville Terminal Co.....	.....	.....	.....
Live Oak, Perry & Gulf.....	7,520.07	95,489.68	83.31
Louisville & Nashville.....	41,170.29	1,463,893.98	74.27
Madison Southern	1,509.64	14,156.43	118.74
Ocala Northern	13,570.64	66,168.40	.....
Ocala & Southwestern.....	6,893.34	20,648.76	.....
Pensacola, Alabama & Tennessee.....	2,902.59	13,760.88	.....
Pensacola & Perdido.....	2,723.86	13,897.23	.....
Seaboard Air Line.....	219,797.14	4,264,952.90	71.53
South Georgia	6,134.22	69,642.04	83.16
St. Johns River Terminal Co.....	.....	.....	.....
Standard & Hernando.....	2,274.12	80,242.94	72.17
Tampa & Gulf Coast.....	6,052.37	27,511.91	71.40
Tampa & Jacksonville.....	5,581.23	61,267.32	67.19
Tampa Northern	7,555.54	120,534.68	63.14
Tavares & Gulf.....	4,324.45	31,794.23	111.25

*Entire Line

COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1912, AND JUNE 30, 1913.—STATE OF FLORIDA.

NAME OF ROAD.	OPERATING REVENUE.			
	Year Ending June 30, 1912.	Year Ending June 30, 1913.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern	\$ 236,475.19	\$ 261,739.50	\$ 25,264.31	\$.....
Atlanta & St. Andrews Bay.....	167,429.03	177,811.50	10,382.47	.....
Atlantic Coast Line.....	8,115,647.34	8,798,528.22	682,880.88	.....
Birmingham, Columbus & St. Andrews.....	23,091.48	56,725.01	33,633.53	.....
Charlotte Harbor & Northern.....	424,947.26	391,752.54	.....	33,194.72
Fellsmere Railroad	8,135.60	14,305.31	6,169.71	.....
Florida Central	28,353.61	39,417.84	11,064.23	.....
Florida, Alabama & Gulf.....	48,048.73	59,289.97	11,241.24	.....
Florida East Coast.....	4,459,327.68	5,037,056.47	577,728.79	.....
Florida Railway	49,479.90	49,945.93	466.03	.....
Georgia, Florida & Alabama.....	245,030.23	192,462.77	.....	52,567.46
*Georgia & Florida.....	800,541.58	832,689.20	32,147.62	.....
Georgia Southern & Florida.....	471,471.57	515,016.39	43,544.82	.....
Gulf, Florida & Alabama.....	.....	36,522.82	.....	.....
Jacksonville Terminal Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	99,302.97	114,619.61	15,316.64	.....
Louisville & Nashville.....	1,909,653.43	1,971,097.24	61,443.81	.....
Madison Southern	17,517.79	11,921.45	.....	5,596.34
Ocala Northern	67,080.30	75,783.33	8,703.03	.....
Ocala & Southwestern.....	29,738.99	29,789.95	50.96	.....
Pensacola, Alabama & Tennessee.....	22,639.60	14,579.57	.....	8,060.03
Pensacola & Perdido.....	35,854.13	29,284.00	.....	6,570.13
Seaboard Air Line.....	5,497,229.95	5,962,202.85	464,975.90	.....
South Georgia	77,265.66	79,901.53	2,635.87	.....
St. Johns River Terminal Co.....	.....	.....	.....	.....
Standard & Hernando.....	107,629.17	111,178.80	3,549.63	.....
Tampa & Gulf Coast.....	31,872.02	38,575.00	6,702.98	.....
Tampa & Jacksonville.....	82,533.78	91,178.40	8,644.62	.....
Tampa Northern	162,199.09	190,908.01	28,708.92	.....
Tavares & Gulf.....	24,355.55	28,580.10	4,233.55	.....

*Entire Line.

COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1912, AND JUNE 30, 1913.—(Continued.)

NAME OF ROAD.	OPERATING EXPENSES.			
	Year Ending June 30, 1912.	Year Ending June 30, 1913.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern	\$ 152,672.78	\$ 172,789.79	\$ 20,117.01	\$.....
Atlanta & St. Andrews Bay.....	99,427.29	114,277.29	14,850.00	.....
Atlantic Coast Line.....	5,469,056.39	5,970,327.05	501,270.66	.....
Birmingham, Columbus & St. Andrews.....	27,785.83	50,227.85	22,442.02	.....
Charlotte Harbor & Northern.....	352,392.18	415,406.76	63,014.58	.....
Fellsmere Railroad	16,298.84	29,115.18	12,816.34	.....
Florida Central	27,571.63	37,038.26	9,466.63	.....
Florida, Alabama & Gulf.....	17,499.43	37,755.06	20,255.06	.....
Florida East Coast.....	3,117,081.06	3,554,603.62	437,522.56	.....
Florida Railway	55,674.30	53,248.68	.....	2,425.62
Georgia, Florida & Alabama.....	208,851.12	182,547.81	.....	26,303.31
*Georgia & Florida.....	727,942.80	733,653.10	5,710.30	.....
Georgia Southern & Florida.....	499,566.49	497,949.69	.....	1,616.80
Gulf, Florida & Alabama.....	.....	17,105.32	.....	.....
Jacksonville Terminal Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	94,422.29	95,489.68	1,067.39	.....
Louisville & Nashville.....	1,395,697.05	1,463,893.98	68,196.93	.....
Madison Southern	13,442.84	14,156.43	713.59	.....
Ocala Northern	32,667.70	66,168.40	34,500.70	.....
Ocala & Southwestern.....	22,673.92	20,648.76	.....	2,025.16
Pensacola, Alabama & Tennessee.....	11,469.36	13,760.88	2,291.52	.....
Pensacola & Perdido.....	14,151.45	13,897.23	.....	254.22
Seaboard Air Line.....	4,278,428.47	4,264,952.90	.....	13,475.57
South Georgia	64,544.75	69,642.04	5,097.29	.....
St. Johns River Terminal Co.....	.....	.....	.....	.....
Standard & Hernando.....	96,406.70	80,242.94	.....	16,163.76
Tampa & Gulf Coast.....	25,029.04	27,511.91	2,482.87	.....
Tampa & Jacksonville.....	57,175.49	61,267.32	4,091.83	.....
Tampa Northern	118,948.19	120,534.68	1,586.49	.....
Tavares & Gulf.....	32,303.77	31,794.23	.....	509.54

*Entire Line.

CAPITAL STOCK AND FUNDED DEBT. ENTIRE LINE FOR YEAR ENDING JUNE 30, 1913.

NAME OF ROAD.	Miles Covered by Figures.	CAPITAL STOCK.			
		Total Par Value Outstanding	Assignment.		
			To Railways.	To Other Properties.	Am't per Mile of Line.
Apalachicola Northern	102.20	\$ 3,000,000	\$ 1,800,000	\$ 1,200,000	\$ 17,647.00
Atlanta & St. Andrews Bay	82.00	300,000	300,000	.....	3,658.00
Atlantic Coast Line	4,495.27	68,755,700	68,755,700	.....	15,295.00
Birmingham, Columbus & St. Andrews .....	.....	.....	.....	.....	.....
Charlotte Harbor & Northern	113.88	2,000,000	2,000,000	.....	17,562.00
Fellsmere Railroad .....	.....	.....	.....	.....	.....
Florida Central	47.10	50,000	50,000	.....	1,061.00
Florida, Alabama & Gulf	25.50	150,000	150,000	.....	5,882.00
Florida East Coast	636.63	5,000,000	5,000,000	.....	7,854.00
Florida Railway	58.30	1,166,000	1,166,000	.....	20,000.00
Georgia, Florida & Alabama	192.13	450,000	450,000	.....	2,342.00
Georgia & Florida	322.60	8,750,000	8,750,000	.....	27,123.00
Georgia Southern & Florida	391.61	3,768,000	3,768,000	.....	9,622.00
Gulf, Florida & Alabama	81.06	1,175,000	1,175,000	.....	14,495.00
Jacksonville Terminal Co. ....	.....	200,000	200,000	.....	.....
Live Oak, Perry & Gulf	81.75	600,000	600,000	.....	7,339.00
Louisville & Nashville	4,638.25	71,963,800	71,963,800	.....	15,515.00
Madison Southern	6.70	50,000	50,000	.....	7,463.00
Ocala Northern .....	.....	390,000	390,000	.....	.....
Ocala & Southwestern	6.00	25,000	25,000	.....	4,166.00
Pensacola, Alabama & Tennessee	15.30	100,000	100,000	.....	6,536.00
Pensacola & Perdido	10.65	125,000	125,000	.....	11,737.00
Seaboard Air Line	3,016.39	62,516,000	62,516,000	.....	20,725.00
South Georgia	51.00	58,000	58,000	.....	1,137.00
St. Johns River Terminal Co. ....	.....	100,000	100,000	.....	.....
Standard & Hernando	34.09	300,000	300,000	.....	8,800.00
Tampa & Gulf Coast	30.00	250,000	250,000	.....	8,334.00
Tampa & Jacksonville	56.00	591,900	591,900	.....	10,569.00
Tampa Northern	58.74	750,000	750,000	.....	12,768.00
Tavares & Gulf	31.64	250,000	250,000	.....	7,901.00

CAPITAL STOCK AND FUNDED DEBT. ENTIRE LINE FOR YEAR ENDING JUNE 30, 1913.—(Continued.)

NAME OF ROAD.	FUNDED DEBT.				Total Amount Outstand'g	Total Amount Per Mile for Road Owned
	Total Par Value Outstanding	Assignment.				
		To Railways.	To Other Properties.	Am't per Mile of Line		
Apalachicola Northern	\$ 2,008,893	\$ 1,218,800	\$ 800,000	\$ 11,650	\$ 5,008,893	\$ 29,297.00
Atlanta & St. Andrews Bay.....	850,000	850,000	.....	10,366	1,115,000	14,024.00
Atlantic Coast Line.....	149,982,349	149,982,349	.....	33,364	218,738,049	48,659.00
Birmingham, Columbus & St. Andrews..	.....	.....	.....	.....	.....	.....
Charlotte Harbor & Northern.....	.....	.....	.....	.....	2,000,000	17,562.00
Fellsmere Railroad .....	.....	.....	.....	.....	.....	.....
Florida Central	500,000	500,000	.....	10,615	550,000	11,676.00
Florida, Alabama & Gulf.....	500,000	500,000	.....	19,568	650,000	25,450.00
Florida East Coast.....	31,000,000	31,000,000	.....	48,694	36,000,000	56,548.00
Florida Railway	1,189,965	1,189,965	.....	20,000	2,355,965	40,000.00
Georgia, Florida & Alabama.....	2,123,850	2,123,850	.....	11,054	2,573,850	13,396.00
Georgia & Florida.....	8,529,712	8,529,712	.....	26,441	17,279,712	53,564.00
Georgia, Southern & Florida.....	7,704,000	7,704,000	.....	19,673	11,472,000	29,295.00
Gulf, Florida & Alabama.....	1,175,000	1,175,000	.....	14,495	2,350,000	28,990.00
Jacksonville Terminal Co.....	500,000	500,000	.....	.....	700,000	.....
Live Oak, Perry & Gulf.....	752,900	752,900	.....	9,210	1,352,900	16,549.00
Louisville & Nashville.....	164,468,596	164,468,596	.....	35,459	236,432,396	50,974.00
Madison Southern .....	.....	.....	.....	.....	50,000	7,463.00
Ocala Northern	155,000	155,000	.....	.....	545,000	.....
Ocala & Southwestern.....	.....	.....	.....	.....	25,000	4,166.00
Pensacola, Alabama & Tennessee.....	100,000	100,000	.....	6,536	200,000	13,072.00
Pensacola & Perdido	300,000	300,000	.....	28,169	425,000	39,906.00
Seaboard Air Line.....	150,103,000	150,103,000	.....	49,762	212,619,000	70,487.00
South Georgia	204,000	204,000	.....	4,000	262,000	5,137.00
St. Johns River Terminal Co.....	1,200,000	1,200,000	.....	.....	1,300,000	.....
Standard & Hernando.....	.....	.....	.....	.....	300,000	8,800.00
Tampa & Gulf Coast.....	750,000	750,000	.....	25,000	1,000,000	33,334.00
Tampa & Jacksonville.....	560,000	560,000	.....	10,000	1,151,900	20,569.00
Tampa Northern	1,458,000	1,458,000	.....	24,821	2,208,000	37,589.00
Tavares & Gulf.....	299,000	299,000	.....	9,450	549,000	17,351.00

EXPENDITURES FOR NEW LINES OR EXTENSIONS AND ADDITIONS AND BETTERMENTS JULY 1, 1907
TO JUNE 30, 1913.

NAME OF ROAD.	EXPENDITURES FOR ROAD.			
	New Lines or Extensions for Year Ending June 30, 1913.	Additions and Betterments for Year Ending June 30, 1913.	Total Expendi- tures, July 1, '07, June 30, 1912.	Total Expendi- tures, July 1, '07, June 30, 1913.
Apalachicola Northern		*\$ 511,690.80	*\$ 4,869,222.30	\$ 4,357,531.50
†Atlanta & St. Andrews Bay.....		9,958.24	67,079.00	77,037.24
†Atlantic Coast Line.....	959,197.17	2,894,495.61	10,632,392.65	14,482,085.43
Birmingham, Columbus & St. Andrews.....				
Charlotte Harbor & Northern.....		276,284.39	1,121,156.73	1,397,441.12
Fellsmere Railroad				
†Florida Central				541,391.81
†Florida, Alabama & Gulf.....		3,596.83	149,156.80	152,753.63
Florida East Coast.....	2,125,934.33	275,385.85	20,502,998.48	22,904,318.66
Florida Railway		376.37	313,637.60	314,142.95
†Georgia, Florida & Alabama.....	397.79	* 7,309.44	617,612.48	610,700.83
†Georgia & Florida.....		74,622.31	4,529,558.90	14,604,181.21
Georgia Southern & Florida.....		70,401.85	572,644.48	643,046.33
Gulf, Florida & Alabama.....				
Jacksonville Terminal Co.....	19,999.95		196,084.04	216,083.99
Live Oak, Perry & Gulf.....	3,531.61	17,594.20	48,653.31	69,779.12
†Louisville & Nashville.....	4,102,118.15	4,003,524.05	15,233,821.49	23,939,463.69
Madison Southern				48,142.40
Ocala Northern		44,634.60	531,241.26	575,875.86
Ocala & Southwestern.....		621.28	33,597.46	34,218.74
Pensacola, Alabama & Tennessee.....				
Pensacola & Perdido.....				
†Seaboard Air Line.....	87,918.46	1,685,254.08	23,623,179.29	25,896,351.83
†South Georgia		422.54	50,881.35	51,303.89
St. Johns River Terminal Co.....		810.17	32,799.46	33,009.63
Standard & Hernando.....				130,774.39
Tampa & Gulf Coast.....				210,060.31
Tampa & Jacksonville.....	6,749.68		130,839.46	137,589.14
Tampa Northern				1,640,750.53
Tavares & Gulf.....		3,080.19	20,095.12	23,175.31

†Entire Line.

*Credit.

EXPENDITURES FOR NEW LINES OR EXTENSIONS AND ADDITIONS AND BETTERMENTS JULY 1, 1907
TO JUNE 30, 1913.—(Continued.)

NAME OF ROAD.	Expenditures for Equipment July 1, 1907, to June 30, 1913.	General Expenditures July 1, 1907, to June 30, 1913.	Total Expenditures July 1, 1907, to June 30, 1913.
Apalachicola Northern	\$ 161,133.94	*\$ 103,200.00	\$ 4,415,465.44
†Atlanta & St. Andrews Bay.....	55,725.35	*	132,762.59
†Atlantic Coast Line.....	10,459,434.81	259,931.50	25,205,451.74
Birmingham, Columbus & St. Andrews.....	.....	.....	.....
Charlotte Harbor & Northern.....	400,976.98	54,112.26	1,852,530.36
Fellsmere Railroad .....	.....	.....	.....
†Florida Central	20,477.76	59,066.00	620,935.57
†Florida, Alabama & Gulf.....	18,876.00	242.33	171,871.96
Florida East Coast.....	1,397,072.24	2,790,730.04	27,092,120.94
Florida Railway	3,000.26	650,348.99	967,552.20
†Georgia, Florida & Alabama.....	20,530.90	23,855.44	655,087.17
†Georgia & Florida.....	774,433.13	.....	15,378,614.34
Georgia Southern & Florida.....	1,534,208.08	21,025.31	2,198,279.72
Gulf, Florida & Alabama.....	.....	.....	.....
Jacksonville Terminal Co.....	11,153.36	2,352.17	229,589.52
Live Oak, Perry & Gulf.....	36,880.53	.....	106,659.65
†Louisville & Nashville.....	11,392,528.62	25,431.04	35,357,423.35
Madison Southern	16,691.97	.....	64,834.37
Ocala Northern	43,758.74	.....	619,634.60
Ocala & Southwestern.....	10,717.37	479.08	45,415.19
Pensacola, Alabama & Tennessee.....	.....	.....	4,267.24
Pensacola & Perdido.....	.....	.....	.....
†Seaboard Air Line.....	8,997,351.85	28,876.66	34,422,580.34
†South Georgia	49,850.46	.....	101,154.35
St. Johns River Terminal Co.....	48,804.07	9,000.00	91,413.70
Standard & Hernando.....	49,350.80	.....	180,125.19
Tampa & Gulf Coast.....	13,288.16	.....	223,348.47
Tampa & Jacksonville.....	34,980.34	398,292.00	570,861.48
Tampa Northern	311,444.68	116,305.10	2,068,500.31
Tavares & Gulf.....	2,141.91	.....	25,317.22

†Entire Line.

*Credit.

TOTAL INVESTMENT TO JUNE 30, 1913.

NAME OF ROAD.	Investment to June 30, 1907.		Investment. July 1, 1907. to June 30, 1913.	Total.
	Road.	Equipment.		
Apalachicola Northern	\$.....	\$.....	\$ 4,415,465.44	\$ 4,415,465.44
Atlanta & St. Andrews Bay.....	869,256.36	85,424.90	98,571.95	1,053,253.21
†Atlantic Coast Line.....	118,942,804.70	25,803,719.39	25,205,451.74	169,951,975.83
Birmingham, Columbus & St. Andrews..	.....	.....	17,357.62	.....
Charlotte Harbor & Northern.....	2,517,980.97	53,157.92	1,852,530.36	4,423,669.25
Fellsmere Railroad .....	.....	.....	.....	.....
†Florida Central .....	.....	.....	620,935.57	620,935.57
†Florida, Alabama & Gulf.....	.....	.....	.....	171,871.96
Florida East Coast.....	12,590,201.21	2,627,001.09	27,092,120.94	42,309,323.24
Florida Railway	364,003.12	32,180.08	967,552.20	1,364,335.40
†Georgia, Florida & Alabama.....	1,508,125.83	346,530.97	655,087.17	2,509,743.97
†Georgia & Florida.....	.....	.....	15,378,614.34	15,378,614.34
Georgia Southern & Florida.....	3,432,414.04	546,412.51	656,819.30	4,635,645.85
Gulf, Florida & Alabama.....	.....	.....	1,568,440.00	1,568,440.00
Jacksonville Terminal Co.....	538,869.21	25,212.70	229,589.52	793,671.43
Live Oak, Perry & Gulf.....	1,070,256.76	63,671.63	106,659.65	1,240,588.04
Louisville & Nashville.....	4,801,601.41	990,411.76	955,443.79	6,747,456.96
Madison Southern .....	.....	.....	.....	64,834.37
Ocala Northern .....	.....	.....	.....	.....
Ocala & Southwestern.....	.....	.....	.....	.....
Pensacola, Alabama & Tennessee.....	.....	.....	.....	.....
Pensacola & Perdido.....	.....	.....	.....	.....
Seaboard Air Line.....	.....	.....	8,097,295.41	45,121,289.98
South Georgia	75,814.31	15,142.83	39,109.25	130,066.39
St. Johns River Terminal Co.....	1,187,137.91	10,000.00	91,413.70	1,288,551.61
Standard & Hernando.....	133,725.40	154,452.04	180,125.19	468,302.63
Tampa & Gulf Coast.....	.....	.....	.....	223,348.47
Tampa & Jacksonville.....	533,891.02	48,046.63	570,861.48	1,152,799.13
Tampa Northern .....	.....	.....	.....	2,068,500.31
Tavares & Gulf.....	.....	.....	25,317.22	550,178.90

†Entire Line.

TOTAL INVESTMENT TO JUNE 30, 1913.—(Continued.)

NAME OF ROAD.	Reserve for Accrued Depreciation.	Net Total.	Cost per Mile of Line.
Apalachicola Northern	\$ 10,040.59	\$ 4,405,424.85	43,105.91
Atlanta & St. Andrews Bay.....		1,053,253.21	16,987.95
†Atlantic Coast Line.....	9,292,832.24	10,059,143.59	35,739.60
Birmingham, Columbus & St. Andrews.....			
Charlotte Harbor & Northern.....	44,065.03	4,379,004.19	38,458.06
Fellsmere Railroad			
†Florida Central	1,550.05	619,385.52	13,150.43
†Florida, Alabama & Gulf.....	630.60	171,241.33	6,715.35
Florida East Coast.....	494,378.56	41,814,944.08	65,681.71
Florida Railway	3,223.99	1,361,108.41	8,454.09
†Georgia, Florida & Alabama.....	86,038.34	2,423,705.63	12,614.92
†Georgia & Florida.....	73,848.58	15,304,765.76	47,441.92
Georgia Southern & Florida.....	274,746.05	4,300,899.80	28,622.34
Gulf, Florida & Alabama.....		1,568,440.00	34,193.15
Jacksonville Terminal Co.....	7,437.20	786,204.23	
Live Oak, Perry & Gulf.....	30,409.29	1,210,118.75	14,692.50
Louisville & Nashville.....	779,101.64	5,968,355.32	24,317.97
Madison Southern		64,834.37	9,676.76
Ocala Northern		619,634.60	
Ocala & Southwestern.....		45,415.19	7,509.20
Pensacola, Alabama & Tennessee.....			
Pensacola & Perdido.....			
Seaboard Air Line.....	526,150.82	44,595,139.16	45,419.50
South Georgia	6,875.92	123,200.47	9,927.51
St. Johns River Terminal Co.....	4,193.34	1,284,358.27	
Standard & Hernando.....	76,744.64	391,557.91	11,486.00
Tampa & Gulf Coast.....	267.37	223,081.10	7,436.04
Tampa & Jacksonville.....	6,965.23	1,145,833.90	20,462.39
Tampa Northern	30,895.35	2,037,604.96	34,688.55
Tavares & Gulf.....		575,496.12	18,188.88
†Entire Line,			219

INCOME ACCOUNT OF OPERATING ROADS FOR ENTIRE LINE, YEAR ENDING JUNE 30, 1913.

NAME OF ROAD.	Railway Operating income.		
	Operating Revenues.	Operating Expenses.	Net Operating Revenue or Deficit.
Apalachicola Northern	\$ 261,739.50	\$ 172,789.79	\$ 88,949.71
Atlanta & St. Andrews Bay.....	232,417.07	152,532.31	79,884.76
Atlantic Coast Line.....	36,123,071.51	24,635,531.59	11,487,539.92
Birmingham, Columbus & St. Andrews.....	56,725.01	50,227.85	6,497.16
Charlotte Harbor & Northern.....	391,752.54	415,406.76	* 23,654.22
Fellsmere Railroad .....	.....	.....	.....
Florida Central	70,725.04	51,442.17	19,282.87
Florida, Alabama & Gulf.....	59,289.07	37,755.06	21,534.91
Florida East Coast.....	5,037,056.47	3,554,603.62	1,482,452.85
Florida Railway	49,945.93	53,248.68	* 3,302.75
Georgia, Florida & Alabama.....	592,254.26	489,310.55	102,943.71
Georgia & Florida	832,029.20	733,053.10	99,036.10
Georgia Southern & Florida.....	2,566,890.16	2,039,138.05	527,752.11
Gulf, Florida & Alabama.....	52,744.85	24,717.68	28,027.17
Jacksonville Terminal Co.....	.....	.....	.....
Live Oak, Perry & Gulf.....	114,619.70	95,489.68	19,130.02
Louisville & Nashville.....	59,465,699.14	44,810,880.41	14,654,818.73
Madison Southern	11,921.45	14,156.43	* 2,234.98
Ocala Northern	75,783.33	66,168.40	9,614.93
Ocala & Southwestern.....	29,789.95	20,648.76	9,141.19
Pensacola, Alabama & Tennessee.....	.....	.....	.....
Pensacola & Perdido.....	.....	.....	.....
Seaboard Air Line.....	24,527,864.62	16,725,612.65	7,802,251.97
South Georgia	222,251.83	143,141.35	79,110.48
St. Johns River Terminal Co.....	.....	.....	.....
Standard & Hernando.....	111,178.50	80,242.94	30,935.56
Tampa & Gulf Coast.....	33,897.75	23,815.00	10,082.75
Tampa & Jacksonville.....	91,178.40	61,267.32	29,911.08
Tampa Northern	190,908.01	120,534.68	70,373.33
Tavares & Gulf.....	28,589.10	31,794.23	* 3,205.13

*Entire Line.

*Deficit.

INCOME ACCOUNT OF OPERATING ROADS FOR ENTIRE LINE, YEAR ENDING JUNE 30, 1913.— (Continued.)

NAME OF ROAD.	Income from Auxiliary (or Outside) Operations.			Net Revenue or Deficit.
	Revenue. Expense.	Net Revenue. or Deficit.	Total.	
Apalachicola Northern	\$.....	\$.....	\$.....	\$ 88,949.71
Atlanta & St. Andrews Bay.....				79,884.76
Atlantic Coast Line.....				11,487,539.92
Birmingham, Columbus & St. Andrews..				6,497.15
Charlotte Harbor & Northern.....				* 23,654.22
Fellsmere Railroad				
Florida Central				19,282.87
Florida, Alabama & Gulf.....				21,534.91
Florida East Coast.....	39,478.57	54,739.78	* 15,261.21	1,467,191.64
Florida Railway				* 3,302.75
Georgia, Florida & Alabama.....	10,067.59	16,200.38	* 6,132.79	96,810.92
Georgia & Florida				99,036.10
Georgia Southern & Florida.....	2,290.91	2,630.50	* 339.59	527,412.52
Gulf, Florida & Alabama.....				28,027.17
Jacksonville Terminal Co.....				
Live Oak, Perry & Gulf.....				19,130.02
Louisville & Nashville.....	372,316.90	351,888.84	20,428.06	14,675,246.79
Madison Southern				* 2,234.98
Ocala Northern				
Ocala & Southwestern.....				9,141.19
Pensacola, Alabama & Tennessee.....				
Pensacola & Perdido.....				
Seaboard Air Line.....	124,859.08	151,173.20	* 26,314.12	7,775,937.85
South Georgia				79,110.48
St. Johns River Terminal Co.....				
Standard & Hernando.....				30,935.56
Tampa & Gulf Coast.....				10,082.75
Tampa & Jacksonville.....				29,911.08
Tampa Northern				70,373.33
Tavares & Gulf.....				* 3,205.13

*Entire Line.

*Deficit.

INCOME ACCOUNT.—(Continued.)

NAME OF ROAD.	Railway Tax Accruals.	Operating Income (or Loss.)	Other Income.
Apalachicola Northern	\$ 10,950.00	\$ 77,999.71	\$ 5,713.37
Atlanta & St. Andrews Bay	6,646.99	73,237.77	4,665.00
Atlantic Coast Line	1,451,477.25	10,036,062.67	3,721,908.18
Birmingham, Columbus & St. Andrews	1,252.78	5,244.38	679.28
Charlotte Harbor & Northern	24,449.45	* 48,103.67	73,045.89
Fellsmere Railroad .....	.....	.....	.....
Florida Central	3,110.34	16,172.53	543.40
Florida, Alabama & Gulf	960.50	20,574.41	840.00
Florida East Coast	214,518.64	1,252,673.00	34,678.47
Florida Railway	6,185.69	* 9,488.44	.....
Georgia, Florida & Alabama	28,200.00	68,610.92	2,289.14
Georgia & Florida	39,701.00	59,335.10	83,986.93
Georgia Southern & Florida	132,838.00	394,574.52	143,315.91
Gulf, Florida & Alabama	3,534.89	24,492.28	555.49
Jacksonville Terminal Co.	19,958.66	.....	53,827.11
Live Oak, Perry & Gulf	7,356.00	11,774.02	1,448.75
Louisville & Nashville	1,761,626.20	12,913,620.59	3,416,974.11
Madison Southern	353.00	1,881.98	.....
Ocala Northern .....	.....	.....	.....
Ocala & Southwestern	224.00	8,917.19	.....
Pensacola, Alabama & Tennessee .....	.....	.....	.....
Pensacola & Perdido .....	.....	.....	.....
Seaboard Air Line	956,000.00	6,819,937.85	220,063.88
South Georgia	8,194.32	70,916.16	714.95
St. Johns River Terminal Co.	16,597.39	.....	103,056.17
Standard & Hernando	5,693.47	25,242.09	.....
Tampa & Gulf Coast	1,813.50	8,269.25	.....
Tampa & Jacksonville	5,465.13	24,445.95	.....
Tampa Northern	14,487.50	55,885.83	2,879.51
Tavares & Gulf	2,235.65	* 5,440.74	.....

*Loss.

INCOME ACCOUNT.—(Continued.)

NAME OF ROAD.	Gross Corporate Income (or Loss.)	Deductions from Gross Corporate Income.	Net Corporate Income. (or Loss.)
Apalachicola Northern	\$ 83,713.08	\$ 102,688.73	*\$ 18,975.65
Atlanta & St. Andrews Bay	77,902.77	53,636.80	24,265.97
Atlantic Coast Line	13,757,970.85	5,868,768.27	7,889,202.58
Birmingham, Columbus & St. Andrews	5,923.66	2,752.22	3,171.44
Charlotte Harbor & Northern	24,942.22	39,364.98	* 14,422.76
Fellsmere Railroad .....	.....	.....	.....
Florida Central	16,715.93	45,029.26	* 28,313.33
Florida, Alabama & Gulf	21,414.41	2,852.64	18,561.77
Florida East Coast	1,287,351.47	1,246,920.09	40,431.38
Florida Railway	* 9,488.44	730.75	* 10,219.19
Georgia, Florida & Alabama	70,900.06	.....	.....
*Georgia & Florida	143,322.03	546,556.22	* 403,234.19
Georgia Southern & Florida	537,890.43	342,411.87	195,478.56
Gulf, Florida & Alabama	25,047.77	23,155.90	1,891.87
Jacksonville Terminal Co.	33,868.45	33,868.45	.....
Live Oak, Perry & Gulf	13,222.77	40,950.50	* 27,727.73
Louisville & Nashville	16,330,594.70	7,699,650.72	8,630,943.98
Madison Southern	* 1,881.98	2,976.24	* 4,858.22
Ocala Northern .....	.....	.....	.....
Ocala & Southwestern	8,917.19	5,654.76	3,262.43
Pensacola, Alabama & Tennessee .....	.....	.....	.....
Pensacola & Perdido .....	.....	.....	.....
Seaboard Air Line	7,040,001.73	5,572,068.42	1,467,933.31
South Georgia	71,631.11	37,575.11	34,056.00
St. Johns River Terminal Co.	86,458.78	86,458.78	.....
Standard & Hernando	25,242.09	3,441.11	21,800.98
Tampa & Gulf Coast	8,269.25	4,041.28	4,227.97
Tampa & Jacksonville	24,445.95	32,526.85	* 8,080.90
Tampa Northern	58,765.34	81,743.30	* 22,977.96
Tavares & Gulf	* 5,440.74	* 29,760.28	* 35,201.02

*Loss.

ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1913, IN THE STATE OF FLORIDA.

NAME OF COMPANY.	Accidents Resulting from the Movements of Trains, Locomotives or Cars.																								Accidents from Other Causes than Movements of Trains, Locomotives or Cars.						Total.				
	Railway Employees.																Passengers	Postal Clerks, Express Messengers, Pullman Employees, Etc.	Other Persons.				Employees	Others.	Total.										
	Trainmen.		Switch Tenders, Crossing Tenders, Watchmen.		Stationmen.		Shopmen.		Trackmen.		Telegraph Employees.		Other Employees.		Total.	Tresspassing.			Not Tresspassing.		Total.														
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.			Injured.	Killed.		Injured.				Killed.	Injured.								
Apalachicola Northern.....	1	1	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	1	...	...	...	1	...	...	...	...	...	2	1				
Atlanta and St. Andrews Bay.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Atlantic Coast Line.....	9	110	...	...	...	...	...	...	...	4	...	...	...	1	3	10	117	2	21	...	3	12	21	2	9	14	30	...	266	1	...	1	266	27	437
Birmingham, Columbus & St. Andrews.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Charlotte Harbor and Northern.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Fellsmere Railroad.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2		
Florida Central.....	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1		
Florida, Alabama and Gulf.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Florida East Coast.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Florida Railway.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Georgia, Florida and Alabama.....	...	2	...	...	...	...	...	...	...	1	...	...	...	...	...	...	3	...	...	...	...	1	...	...	...	1	...	...	...	...	...	1	3		
Georgia and Florida.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Georgia Southern and Florida.....	1	1	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	2	...	3	1	1	...	...	...	1	1	...	...	...	...	2	7		
Gulf, Florida and Alabama.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Jacksonville Terminal Company.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Live Oak, Perry and Gulf.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	1	3		
Louisville and Nashville.....	...	33	...	...	...	1	...	...	...	...	...	...	...	...	4	...	38	...	5	...	...	7	9	1	1	8	10	...	50	...	...	...	50	8	103
Madison Southern.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Ocala Northern.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	2	...	...	...	...	2	...	...	...	...	...	3	...		
Ocala and Southwestern.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Pensacola, Alabama and Tennessee.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	...	...	...	1	...		
Pensacola and Perdido.....	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2		
Seaboard Air Line.....	4	165	...	...	...	4	...	...	...	4	...	...	...	22	4	195	...	29	...	10	11	12	1	20	12	32	...	204	...	1	...	205	16	471	
South Georgia.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
St. Johns River Terminal Company.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Standard and Hernando.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Tampa and Gulf Coast.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Tampa and Jacksonville.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Tampa Northern.....	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	1	1		
Tavares and Gulf.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Total	17	315	...	...	...	5	...	1	...	8	...	...	1	30	18	359	2	62	...	16	37	43	4	30	41	73	...	520	1	1	1	521	62	1031	

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